

AMERICAN



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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NEW-YORK, SEPTEMBER 15, 1832.

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NEW-YORK, SEPTEMBER 15, 1832.

In our extracts to-day upon the subject of the Vine will be found some interesting facts, and some also which ought not to be published, as they may induce a renewal of an old and very barbarous custom. Only think for a moment of starving a lady for opening a cupboard where the keys of the wine cellar were kept, or of a husband killing his wife with a cudgel for being caught drinking wine out of a tun! 'Tis true the cup was not a very genteel one; yet, who would not use it when debarred the privilege of all others? There was another custom, however, which would probably find friends even at the present day, although we trust not with the same object. We certainly would not take wine with any one who could be so un-gallant as to adopt the custom alluded to for so base a purpose.

We are enabled in this number to give a cut or drawing, with a more particular description, of Mr. Oleott's plan of adapting locomotive engines to inclined planes, to be used instead of stationary power. It must we think prove a valuable addition to Railroad machinery.

RAILROAD CARS.—A gentleman from Rockland county called upon us a few days since with a model of a Railroad car. His improvement consists, he says, in the manner of placing the car upon the axis of the wheels. The model may for the present be seen at our office by those who feel interested in such matters.

From the list of patents published in the Journal of the Franklin Institute for September:

For Railways and Cars used thereon; Jedediah Richards, Elbridge, Onondaga county, New York, March 9.

The Railway is to be a single rail, sustained by

suitable supports. Two wheels in a frame made for the purpose, are to run on this rail, the car being suspended under it by iron rods attached to the frame of the wheels.

The claim is "to the before described improvements in Railways, and in the cars or carriages used thereon."

Single suspension rails were patented in England by Mr. H. R. Palmer, six or seven years ago, and are described in this journal for April, 1828; they, however, have never been brought into practical use. There is but little difference between the present plan and that proposed by Mr. Palmer; the principle of both is the same, and we do not think that Mr. Richards has made any improvements on that first suggested, nor has he alluded to it, but has taken his patent as though single rails were absolutely new.

We have been expecting a description of the National Road constructed in Ohio, under the superintendence of C. W. Wever, Esq., but we regret to learn that he has, by the sickness of himself and family, been unable to comply with our request.

FREDERICK, MD. 11th SEPT. 1832.

Sir,—Various duties which could not be neglected, together with indisposition of myself and some of my family, have prevented me from communicating a description of the McAdam road constructed under my superintendency in the State of Ohio.

As soon as I can, I will comply with your request. I am, Sir, Yours very respectfully,

CASPAR W. WEVER.

D. K. Minor, Esq.

LONG ISLAND RAILROAD.—We learn from Major D. B. Douglas, says the Long Island Star, that the survey of the course of the Brooklyn and Jamaica Railroad has been made, and a detailed report submitted to the persons chiefly interested. The report is of a considerable length, and will probably be printed in a pamphlet. As soon as possible we shall obtain the report, and give to the public the leading views contained in it. We are glad that this important improvement is still in progress, and hope soon to see it successfully completed.

WILLIAMSPORT AND ELMIRA RAILROAD.—A late No. of the Lyeoming Chronicle says—"We neglected, at the proper time, to notice that the United States Engineers, appointed to survey the route for the Williamsport and Elmira Railroad, had arrived and commenced operations. At our last advice, they had reached as far as Allen's, and were progressing rapidly. Interest has for some time been awake in relation to the success of this enterprise; much depends on it. It will give to the Pennsylvania canal an additional importance; and would soon be found the most convenient and pleasant route for tra-

vellers going northward, or returning. We cannot but feel anxious about the report of the Engineers, which we hope will be in accordance with the strictest impartiality. There is little or no doubt entertained in this section of the country, about the practicability of the measure."

SUSQUEHANNA RAILROAD.—It will be seen by reference to our advertising columns, says the Baltimore Chronicle of 12th instant, that another portion of this road is completed, and will be put into operation THIS DAY. This portion extends from the Relay house to the intersection of the York turnpike road, about ten miles from the city, at a well known place called Timonium, which has been much enlarged and improved, and converted into a public establishment. Here, also, the company have established a depot; and, we learn, intend to commence the extensive transportation of lime, as soon as preparations can be made for its reception at the city depot. A further extension of this branch of the Railroad of about four miles will take it directly through the centre of the limestone region, from whence there is now annually brought at least two thirds of the lime used in the city, and almost the whole of the marble applied to the various and useful purposes of building. The saving in the cost of transportation by the Railroad of these articles is about two-thirds, and the price will in a short time be reduced to the consumer, whilst the interest of the owners of the quarries will advance in proportion by the increased quantity demanded for consumption.

It is truly gratifying to find in the midst of many causes of depression, operating upon our city, that the spirit of our people remains firm, and their perseverance untiring in the prosecution of works of public improvement; we do not say it in a spirit of vain boasting or pride, or of comparison with other cities, but in that spirit which is prompted by the consciousness of manly effort, to advance the interest of the nation, and secure the perpetuity of the Union, we do say, that the people of Baltimore deserve success, and we have never doubted they will attain it.

PORT CARBON, SCHUYLKILL COUNTY, Sept. 4.—Yesterday morning, about 6 o'clock, a train of loaded coal wagons, eight in number, came dashing furiously down the lateral Railroad, leading from a mine of Col. Samuel P. Wetherill, to the Mill Creek Railroad, without horse or attendant. Near the town they encountered a train of ascending wagons, with a tremendous concussion. The driver of the latter escaped unhurt, but lost his horse. Most of the wagons were crushed. A spectator says that the descending wagons left a streak of fire along the road, and that the shock was like thunder, fragments of the shattered wagons being hurled into the air, and the road strewed with the ruins. This destruction of property proceeded, as we learn, from inattention.

[From the Philadelphia edition of Wood's "Treatise on Railroads."]

STEAM ENGINES.—By Locomotion.

The steam-engine, for many years subsequent to its discovery, was solely employed in lifting or raising water by means of pumps. Savary, Newcomen, Beighton, Desaguliers, and other eminent men, successively contributed their aid to its improvement, and its advancement in utility; still it was cumbersome, heavy, unwieldy, and complicated, and its use confined within narrow limits. It was in this state that Mr. Watt found it, and to his enterprising genius the world is indebted for one of the most useful machines ever given to commerce and the arts. Its action was no longer confined to rectilinear motion, or that of pumping water; but, through his assiduous exertions, converted into a rotary motion, and applied to almost every manufactory.

So early as the year 1759, steam appears to have been thought of, as a motive power to wheel-carriages. In a note to the last edition of Robinson's "Mechanical Philosophy," Mr. Watt states—"My attention was first directed, in the year 1759, to the subject of steam engines, by the late Dr. Robinson, then a student in the University of Glasgow, and nearly of my own age. He, at that time, threw out an idea of applying the power of the steam engine to the moving of wheel carriages, and to other purposes; but the scheme was soon abandoned, on his going abroad." Mr. Watt, it appears, soon after made an experiment with steam acting by its expansive force, but relinquished the idea of constructing an engine upon this principle: "I, however," says he, "described this engine, in the fourth article of my patent, in 1769; and, again, in the specification of another patent, in the year 1784, together with a mode of applying it to the moving of wheel carriages."

For many years subsequent to this, the improvement of the steam engine, acting by condensation, seems to have wholly occupied the scientific world; and the use of steam, acting by its elastic force, entirely abandoned or neglected. Mr. Hornblower had a patent, for the application of steam, acting both by its expansive force, and by condensation; but it is to Messrs. Trevithick and Vivian that we owe the introduction of the steam engine, acting solely by the expansive force of the steam. In March, 1802, they obtained a patent for the application of that species of power to propel carriages upon Railroads.

Mr. Woolf, a short time after, made a series of experiments, to develop the law of action of steam, at different degrees of elasticity, which he explained, in his patent of June 7, 1804; and, since that time, high pressure steam engines have been much used, in many places to economise the fuel.

Messrs. Trevithick and Vivian, in the specification of their patent, give a drawing of their engine, applied to move a carriage upon the common roads, which may be seen in the 4th vol. Rep. Arts, 2d Series, p. 241. The carriage there delineated, resembles in form the common stage coaches, used for the conveyance of passengers; a square iron case, containing a boiler and cylinder, is placed behind the large, or hinder, wheels of the carriage, and is attached to a frame, supported from the axles of those wheels. The cylinder was in a horizontal position; and the piston rod was projected backwards and forwards, in the line of the road towards the front of the carriage. Across the square frame, supported by the wheel of the carriage, an axle was extended, reaching a little beyond the frame on each side; this axle was cranked in the middle, in a line with the centre of the cylinder, and a connecting rod, passing from the end of the piston, turned this axle round, and produced a continued rotary motion of it, when the piston was moved backwards and forwards in the cylinder. Upon both ends of this axle, cog wheels were fixed, which worked into similar cog wheels upon the axle of the wheels of the carriages, so that, when a rotary motion was produced in the cranked axle by the piston rod, the rotary motion was communicated to the axle of the larger or hinder wheels of the carriage; and these wheels being fixed upon, and turning round with the axle, gave a progressive motion to the carriage. Upon one end of this axle was fixed a fly wheel, to secure a rotary motion in the axle at the termination of each stroke.

The fore wheels of the carriage were of the usual form, which, turning to different angles with the body of the carriage, directed its motion upon the road; and, in cases where abrupt turns of the road required sudden changes in the direction of the carriage, the toothed or cog-wheels, on either side, could be thrown out of gear, and the opposite wheel made to drive the carriage into the proper obliquity of the road.

Upon the periphery of the fly wheel, a brake was attached, to regulate the descent of the carriage down steep hills. The contrivances to effect the requisite motions of the various parts of this machine, are extremely ingenious; and, considered as the first which directed the public attention to the subject, it is entitled to great commendation.

The many objections to its application upon public turnpike roads, may, I presume have operated in preventing the patentees from carrying it into practice in the manner described in their specification; they, therefore, very properly directed their attention to its use upon Railroads.

Two years after the date of this patent, we find that Mr. Trevithick made an engine in South Wales, which was tried upon the Merthyr Tydvil Railroad. The engine is stated to have had an eight inch cylinder, with a four feet six inches stroke, and "drew after it upon the Railroad as many carriages as carried ten tons of bar iron, from a distance of nine miles, which it performed without any supply of water to that contained in the boiler at the time of setting out; travelling at the rate of five miles an hour."

As there is no account given of the inclination of the road, we cannot judge of the real performance of the engine. It had, it appears, only one cylinder, and, from what I can learn, did not materially differ in construction, from that previously described, except in the form of the carriage.

The great obstacle to their introduction at that time, was the supposed want of hold or adhesion, of the wheels upon the rails, to effect the locomotion of the engine. Messrs. Trevithick and Vivian, in their patent, recommended making the external periphery of the wheels rough or uneven, by using projecting heads of nails, bolts or cross grooves; or, in case of a hard pull, to cause a lever, bolt or claw to project through the rim of one, or both of the said wheels, to take hold of the ground. But it will appear obvious to any one, that this mode of remedying one defect would be the means of producing another; for any projections would not only cause considerable resistance to the progressive motion of the engine, but would also tend to injure the rails of the road.

To obviate these defects, Mr. Blenkinsop, of Middleton colliery, near Leeds, in 1811, obtained a patent for the application of a rack, or toothed rail, stretched along the whole distance to be travelled, into which wheels, turned by the engine, worked, and thus produced a progressive motion in the carriage.

By the use of this rack rail the engine is enabled to ascend acclivities which Mr. Trevithick's engine, from the want of adhesion, could not surmount; accordingly its use is extended.

Mr. Blenkinsop, soon after the date of his patent, erected some of his engines, and employed them upon the Middleton Colliery Railroad, in sending coals to Leeds, where they have ever since been used.

The engine erected by Mr. Trevithick had one cylinder only, and a fly-wheel, to secure a rotary motion in the crank at the end of each stroke. An engine of this kind was sent to the North, for Mr. Blackett, of Wylam, but was, for some cause or other, never used upon his Railroad, but applied to blow a cupola at an iron foundry in Newcastle. Mr. Blackett, however, had in 1813, an engine of this kind made and set upon his Railroad, which worked by the adhesion of its wheels upon the rails. Still the supposed want of adhesion formed the great obstacle to their introduction, and the attention of engineers was directed to obtain a substitute for this supposed defect.

In December, 1812, Messrs. William and Edward Chapman obtained a patent for a mode of effecting the loco-motion of the engine, by means of a chain stretched along the middle of the Railroad, the whole length, properly secured at each end, and at proper intervals. This chain was made to wind partly round, or to pass over, a grooved wheel, turned by the engine, of such a form that the wheel could not turn round without causing the chain to pass along with it. When this wheel was turned round by the engine, as the chain was fastened firmly at the end, it could not be drawn forward by the wheel, and therefore the carriage was moved forward in the line of the chain and road.

The carriages containing the goods were attached to the engine carriage, and thus conveyed along the Railway.

At intervals of every eight or ten yards, the chain was secured by means of upright forks, into which it fell when left at liberty; this was for the purpose of taking off the strain from part of the chain, when more than one engine was travelling by it.

The chain was prevented slipping, when the grooved

wheel was turned round, by friction rollers pressing it into the groove.

Mr. Chapman had one of his engines, tried upon the Heaton Railroad, near Newcastle, but it was soon abandoned; the great friction, by the use of the chain, and also its liability to get out of order, operated considerably against it.

In 1813, Mr. Brunton, of Butterley iron works, also obtained a patent for a mode of accomplishing the locomotion of the engine without the aid of the adhesion of the wheels upon the rail.

In a communication to the editor of the *Repertory of Arts*, vol. 24, the patentee gives an account of an experiment made with one of those engines, which he termed his mechanical traveller; the boiler was of wrought iron, five feet six inches long, three feet diameter; the step was twenty-six inches long, the piston-rod having a stroke of twenty-four inches; the weight of the whole forty-five cwt. "The machine being placed on a Railway, I first ascertained the power necessary to move it at the rate of two miles and a half in an hour, which I found to be eighty-four pounds. I then applied a chain to the back part of the machine, by which, as the machine moved forward, a weight was raised at the same time and rate; and found that, with steam equal to forty or forty-five pounds pressure on the square inch, the machine was propelled at the rate of two miles and a half per hour, and raised perpendicularly 812 lbs. at the same speed; thus making the whole power equal to 896 lbs. at two miles and a half per hour, equal to six horses nearly."

About this time Mr. Blackett had considerably improved his engines; and, by experiments, had ascertained the quantity of adhesion of the wheels upon the rails; and proved that it was sufficient to effect the loco-motion of the engine upon Railroads approaching nearly to a level, or with a moderate inclination. His Railroad was a plate rail, and would consequently present more friction or resistance to the wheels than an edge-rail; and, on that account, the amount of adhesion would be greater than upon the latter rail; still the credit is due to Mr. Blackett, for proving that the loco-motion could be applied by that means alone.

The first attempt of Messrs. Trevithick and Vivian failed, and though this was, no doubt, owing to the imperfect construction of the engine, yet it appears that the cause was partly, if not wholly, attributed to the want of adhesion to obtain loco-motion; and hence we find the engineers attempting to produce other means of loco-motion. Mr. Blenkinsop, by means of a cog-rail; Mr. Chapman, by the chain; and Mr. Brunton, by means of moveable legs.

It was, however, a question of the utmost importance to ascertain if the adhesion of the wheels of the engine upon the rails, were sufficient to produce a progressive motion in the engine, when loaded with a train of carriages, without the aid of any other contrivance; and it was by the introduction and continued use of them, upon the Wylam Railroad, that this question was decided: and it was proved that, upon Railroads nearly level, or with very moderate inclination, the adhesion of the wheels alone was sufficient, in all the different kinds of weather, when the surfaces of the rails was not covered with snow.

Mr. Hedley informs me that they first tried, by manual labor, how much weight the wheels of a common carriage would overcome, without slipping round, upon the rail; and having found the proportion it bore to the weight, they thence ascertained, that the weight of the engine would produce sufficient adhesion to drag after it, upon their Railroad, a requisite number of wagons.

The first engine applied upon the Wylam Railroad had only one cylinder, with a fly-wheel to regulate the action of the crank; but it was found to be very troublesome, and its action very uncertain. When the engine was stopped, and the crank and connecting rod in the same line, the power of the cylinder had then no effect in turning the crank round, and the engine had to be moved by levers applied to the spokes of the fly-wheel, until the crank formed such an angle with the connecting rod, that the engine got sufficient power to produce a rotary motion and propel itself forward. This occasioned frequent delays, and the irregular action of the single cylinder produced jerks in the machinery, and had a tendency to shake the machine in pieces; for some time, however, the whole of the coals was taken down the Railroad by this kind of engine.

[From the *Liverpool Times*, of July 24.]

LEICESTER AND SWANNINGTON RAILWAY.—This most important undertaking having been completed as far as Bagworth, a distance of about eleven

miles from Leicester, and the nearest point to that town at which any colliery is worked, it was determined to open the line thus far, for the use of the public, on Tuesday the 17th instant. Accordingly, on the morning of that day the inhabitants of Leicester, and of the villages lying contiguous to the Railway, seemed resolved to testify how fully they appreciate the value of the boon conferred upon them by the execution of this work.

The day was welcomed in by merry peals from the bells of the several churches, and crowds of people assembled at the depot to witness the departure of the train, which consisted of eleven carriages occupied by the Directors, the Proprietors, and their friends, to the number of upwards of four hundred, the whole drawn by one locomotive engine, made by Messrs. R. Stephenson & Co.

The procession presented a most gay and pleasing appearance, a large proportion of the company consisting of ladies, and the carriages being adorned with flags, bearing appropriate mottoes.

At about half-past ten o'clock the train moved off, amidst the cheers of the multitude. The railway having a considerable rise from Leicester towards the coal pits (a circumstance which peculiarly adapts it for the cheap transit of coal to the place of consumption), the progress of the train was not rapid, but the ease of the motion added to the novelty, together with the absence of any accident, and the freedom from annoyance of every description, made the journey a most delightful one. The whole of the company alighted at Bagworth, and partook of a cold collation. The scene here was a most gratifying one: the ground was crowded with groups of persons, who had flocked from the neighboring villages to witness the arrival of the procession, and all seemed to participate in the same feeling of delight and exhilaration.

After remaining at Bagworth about an hour and a half, the company resumed their seats, and some wagons loaded with coals having been attached, the train proceeded towards Leicester at a rapid rate, the speed being at times about 24 miles per hour. At Groby, about four miles from Leicester, the train was stopped, and further augmented by the addition of several carriages loaded with broken granite, from the quarries of the Earl of Stamford and Warrington. This is a material which, owing to the great demand for it in the neighborhood of London as a road material, will be carried along the railway in large quantities. The total load now attached to the engine amounted to about 90 tons, and owing to a variety of causes, the engine was not enabled so to exert her force as to put this immense load into rapid motion whilst passing through the tunnel, and the time occupied in the passage through it was upwards of ten minutes. As an experiment, however, (the first which has been fairly tried), the result was most satisfactory, proving that in a tunnel even of such small area as that passed through on the present occasion, which is only 12 feet wide and 15 feet high, passengers may be drawn by locomotive engines without feeling the slightest annoyance; and showing most satisfactorily how completely ill founded are the apprehensions so generally entertained, that the steam and noxious air issuing from the engines would render the use of them in tunnels impracticable. The only perceptible difference between the outer air and that in the tunnel, consisted in the latter being of a somewhat higher temperature than the former, a circumstance which removes the objection often urged, that the coolness of the air in the tunnel, as contrasted with the air without, would be unpleasantly and injuriously felt by passengers.

The train arrived at the depot at Leicester without the occurrence of a single accident to damp the ardor of the participants in the pleasures of the day.

In the evening a large party, consisting of the Directors and Proprietors, dined together, all expressing themselves highly gratified with the proceedings of the morning, and well satisfied with the prospect of reaping the fruits of that enterprise which had led them to the execution of so beneficial a work as the one which they had just been dedicating to the public use.

Amongst the toasts which were given after the cloth was drawn, may be noticed—Success to the Leicester and Swannington Railway.—The Earl of Stamford and Warrington.—The Chairman of Directors, C. Winstanley, Esq.—George Stephenson, Esq.—The Liverpool Proprietors, and the Father of the Liverpool and Manchester Railway, Joseph Sandars, Esq. (Mr. Sandars acknowledged the compliment in a very able speech).—The Engineer of the Works, Robert Stephenson, Esq.—The Treas-

urer, J. Pares, Esq.—The President, I. Hodgson, Esq.—The Solicitors to the Company, Messrs. Miles.

A MAGNIFICENT ROAD.—Willis in his *twenty-sixth* "First Impressions of Europe," gives the following beautiful description of the road along the borders of the Mediterranean from Nice to Genoa.

"It is impossible to conceive a route of more grandeur than this famous road along the Mediterranean from Nice to Genoa. It is near a hundred and fifty miles, over the edges of mountains bordering the sea for the whole distance. The road is cut into the sides of the precipice, often hundreds of feet perpendicular above the surf, descending sometimes into the ravines formed by the numerous rivers that cut their way to the sea, and mounting immediately again to the loftiest summits. It is a dizzy business from beginning to end. There is no parapet usually, and there are thousands of places where half a "shie" by a timid horse would drop you at once some hundred fathoms upon rocks wet by the spray of every sea that breaks upon the shore. The loveliest little nests of valleys lie between that can be conceived. You will see a green spot, miles below you, in turning the face of a rock; and right in the midst, like a handful of plaster models on a carpet, a cluster of houses, lying quiet in the warm southern exposure, embosomed in every thing refreshing to the eye, the mountain-sides cultivated in a large circle around, and the ruins of an old castle to a certainty on the eminence above. You ascend and descend, and wind in the curves of the shore, losing and regaining sight of it constantly, till entering at a gate, on the level, you find yourself in a filthy, narrow, half-whitewashed town, with a population of beggars, priests, and soldiers; not a respectable citizen to be seen from one end to the other, nor a clean woman, nor a decent house. It is so all through Sardinia. The towns from a distance lie in the most exquisitely chosen spots possible. A river comes down from the hills and washes the wall, the uplands above are always of the very choicest shelter and exposure; you would think that man and nature had conspired to complete its convenience and beauty. Yet within, all is misery, dirt and superstition. Every corner has a cross, every bench a priest, idling in the sun, every door a picture of the Virgin. You are delighted to emerge once more, and get up a mountain to the fresh air."

The Lord William Bentinck, a wrought iron steamboat, constructed by the Messrs. Maudslays, was launched from their wharf, near Westminster Bridge, on Saturday. The vessel was built by order of the East India Court of Directors, interested in the inland navigation of the East. In the absence of the Chairman of the Court of Directors, Lord Sandon christened her, which ceremony he performed by dashing against her bows a bottle of wine as she was starting from her cradle. She is one hundred and twenty-five feet long and twenty-two wide; she is all iron except her deck and beams; the thickness of the iron varies from one-fourth of an inch to three-eighths. When launched, her draught of water was eleven inches; so there is no doubt that when completely equipped she will draw less water than was originally stipulated for.—[London paper.]

Accident by a Steam Carriage.—Tuesday morning about half-past six o'clock, a steam coach, which has been brought out by Mr. John Squires, engineer, of Wharf road, Paddington, was making one of its experimental runs, when in turning the corner of the Harrow road into Dudley grove, being at the time proceeding at the rate of ten miles an hour, the steersman inadvertently gave a wrong direction to the machine, whereby it was turned from its course, and ran with great force, first against a garden railing in front of the house No. 19 there, occupied by a Mr. Joseph Downes, and then against the house itself, striking the brick work by the side of the ground floor windows; the crash was tremendous, and in an instant afterwards the whole of the front of the building was obscured by a dense cloud of dust which, on clearing away, showed the extent of damage that had been done. The garden railings were torn from the stone work, and twisted in a very curious manner, while the brick work on one side of the parlor windows was knocked into the room to the extent of 10 feet high by 12 feet in width. The whole of the window sash, frame, and the underneath wood work altogether, was forced to the opposite side of the room, and what is most extraordinary, not one of the panes of glass was even cracked. In this room Mr. Downes, his wife, and infant

child, were lying asleep in bed, and most providentially escaped sustaining any injury whatever, although the greater portion of the brick work fell within two inches of the bedstead. Six persons, besides the steersman, were on the vehicle at the time, and with the exception of the latter, who received a slight contusion in the face, they all escaped unhurt!—[Bell's Weekly Messenger.]

[From the Report of a Committee to the House of Commons, printed for the House of Representatives U. S.]

John Loudon MacAdam, Esq. called in, and examined.

You were formerly a magistrate, and commissioner of the roads in Scotland, were you not?—I was.

When did you first turn your attention to road-making?—I was a commissioner and trustee of the roads in Scotland from the time of my return from America in the year 1783; and I naturally turned my attention to it there, because they had begun about 12 years before to make the roads turnpike, and were carrying them on with considerable activity when I returned from America; and it appeared to me at that time, and all the time I was trustee, that there was a great deal of money expended needlessly, and with very little effect, on the roads, and that of course turned my attention to the cause. I began then to travel through different parts of the country to inspect the different managements of different parts of the road, first in Scotland, and then I went into England. In the year 1798, I came to live in England, at Bristol. I have no documents to prove my travelling before I came to reside in England in the year 1798. In 1798 I began to make it a sort of business. Without saying to any one what my object was, I travelled all over the country in different parts. I have a list of such of those places I travelled to that I happened to keep memorandums of, but I cannot possibly say all the places I travelled to.

How long were you occupied in travelling for the purpose of obtaining information for the construction of roads? It was only occasional travelling of course. I had some other occupations and private affairs to look into. I began in the year 1798 to travel as often as I had leisure and convenience down to the time I took the charge of the Bristol roads, about the year 1816, the beginning of 1816 or latter end of the year 1815.

What was the result of your observations and inquiry of the state of the roads?—I found the roads were extremely bad in all parts of Great Britain, as far back as the year 1798, and that very little improvement took place in them between that time and the year 1815, which I attributed to the ignorance of the persons who had the charge of them, the ignorance of the surveyors, the total want of science.

What were the objections which you found?—I found the materials so applied that the roads were all loose, and carriages, instead of passing over the roads, ploughed them; that was the general fault of the roads, and the loose state of the materials, I apprehend, was owing to the bad selection, the bad appropriation, and the unskilful laying of them. I came to that conclusion first, from observing that in some parts of the country where things were better managed, there were better roads; and I instanced the roads between Cross and Bridgewater, in Somersetshire; there I saw a better road than in most other parts of the country, and having inquired into their management, I found that they prepared their materials better. The next improvement that I saw in roads, was at Kendal, in Westmoreland, where I think the same result proceeded from the same cause. That led me to the conclusion, that under a better system of management a better road would be produced; and having gone to every part of the country, and inquired into the manner in which they made the roads, I formed a theory in my own mind. This theory I got leave to put in practice by being appointed to the care of the Bristol roads, of which I was a commissioner in January 1816.

Did you make any inquiry into the expenditure of money upon those roads, that you found in so bad a state?—I did.

What was the result of that inquiry?—I generally found that the expense was in proportion to the badness of the roads, not to their good quality, but as the roads were bad and badly managed the expense increased, and I found few roads that were not deeply in debt and in distress for money.

In what did the improvident expenditure consist? I think principally in carting great quantities of unprepared materials, and putting them into the roads where they were not wanted; that was one source of needless expense; and then the materials being put in in so bad a state did not last; the road went

soon to pieces. I believe there was a great deal of other prodigality, of a worse character than carelessness.

Did you find a larger quantity of materials put in the road than was necessary?—I did, in most instances; a much larger quantity than was necessary.

Did you discover, in any of the roads, that there were materials sufficient, if raised, to make a good road, without putting on the additional quantity?—In a very great number, I think the greater number, I found a sufficient quantity of materials for giving them one good making, without any further addition.

Were these the whole of your observations on the state of the roads?—No. It is not very easy to explain to gentlemen, exactly, the particulars that I know to be wrong in roads; I found the water-ways, and things connected with keeping the roads dry, exceedingly neglected in the country.

Be so good as to state the defects you observed in the construction of the roads, besides those you have already mentioned?—I think the water-ways were extremely neglected, and the roads in general were covered with water, and many of them standing in wet. It was a practice formerly to dig a trench when they made the new road. There was a hollow way, and a great deal of the bad quality of roads in general was owing to the circumstance that the road was standing in water. I think that was one very great error formerly; but the roads were made upon no principle; there seemed to be no object; the persons who made them did not seem to understand there was some object to be gained; they had no other idea of mending a road than bringing a great quantity of material, and shooting it on the ground. When a road got into entire disrepair, the next thing was to bring a quantity of the same kind of unprepared material, and to shoot it upon the road.

Did you find that they made use of bad material when a better was to be procured?—I found that to be very universally the case, that the tops of the quarries, and that to be easily procured, was taken in general, and the best stone left behind. I am afraid that is too much the custom in the country still.

Did you find they put these materials on the road in an unprepared and unfit state?—I did; they were not broken, nor in many cases cleaned.

Have you anything further to state with regard to the construction of the road?—No; I do not recollect anything further I can state.

What inquiry did you make into the management of the funds of the different trusts?—I made it a business to inquire generally of the surveyors, workmen, and people on the roads, as to the expense of materials, cartage, day labor, and then I took what pains I could with gentlemen of the country, to inquire into the state of the funds; with surveyors, and other officers of trusts, I found a jealousy and an unwillingness everywhere to give me information. An unauthorized individual finds it extremely difficult to procure information of that sort, and I found it so; a very great unwillingness to inform.

What class of persons did you find in the situation of surveyors on the road?—Always, I think, almost without exception, very low people, many of them old servants, ruined tradesmen, people without that kind of energy and character which I think is absolutely necessary for such a service.

Did you find, in collecting the materials, that there was any deficiency, or any mismanagement, on the part of those who superintend it?—I had very great reason to believe, that in most instances the country was imposed on.

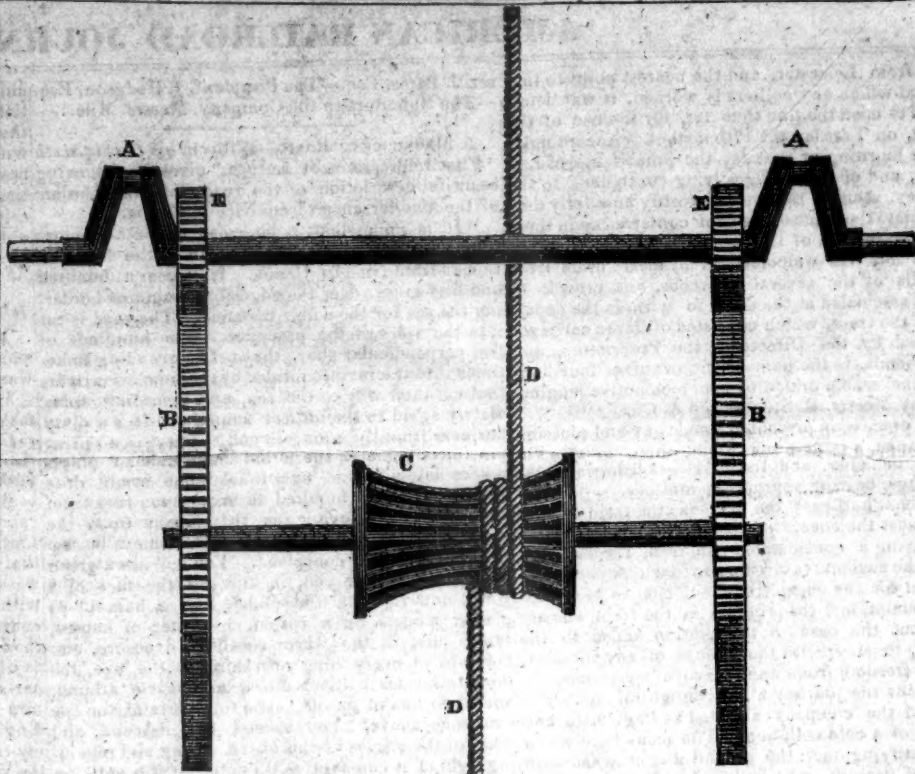
Have you any knowledge of it?—No, I have no knowledge; I had no legal means of taking such measures as should have made me so certain as to be able to give evidence to it.

What extent of turnpike road is there in England and Wales?—On my first examination before a Committee of this House, I stated my opinion to be 25,000 miles; but I see from a corrected state of the returns made to Parliament, which I made out, that the number is 24,599 miles.

Do you know what sum is annually expended upon these roads?—The annual income has been ascertained by the same returns to be 1,282,715*l*.

What is the amount of tolls?—1,282,715*l*.

What do you compute the expense of statute labor at?—I never have made any guess at it; for two reasons, statute labor is so difficult to guess at; and the proportion given to turnpike roads is so different in different parts of the country, under local acts, and under the general act; but in the roads under my management it amounts to about five per cent. of the toll duty.



Explanation.—A A the crank shaft, on which the two pinions E E are fastened.—B B two spur-wheels, which work in the pinions E E, and, by the revolving, turn the drum C.—D D the rope or cable, which is extended from one end of the plane to the other, and passed three times round the drum C, and, by the revolving of the drum C, is wound and unwound; and the rope D D being permanently fastened at each end, the carriage is drawn forward.

[For the American Railroad Journal, and Advocate of Internal Improvements.]

HARSHINUS, September 11th, 1832.

The annexed drawing presents a perpendicular view of the machinery to be attached to a Railroad Locomotive Engine, to enable it to ascend and descend elevations without the aid of stationary power on the planes. All persons acquainted with Railroads will perceive many of the great advantages to be derived from this mode of overcoming elevations, but in order to place them more plainly to view, I will class them as follows:

First, That no stationary power is necessary, and consequently, saving the expense of stationary engines, the first cost of which is not less than ten thousand dollars, and an annual expense of from fifteen to twenty dollars per day for each plane, and on roads where planes are necessarily numerous, the saving on this point will be immense, and in some instances will reduce the cost of the road to one half, and the annual expense as much more.

Second, The advantage which this mode of ascending possesses over stationary power, in point of safety, is certainly very apparent, from the fact, that no machinery is necessary on the planes except the rope, and the place to make the ends of it fast—consequently saving the complication of machinery, which is always liable to break, and of course accidents must follow; as also from the fact, that the rope upon which all depends may be made much larger, as weight and size would not be of the least objection, and there not being near as much strain on the rope when used in this way as in the usual manner on planes where stationary power is employed. For these reasons, the rope remaining stationary has no additional machinery to put in motion; it has not its own weight to carry along over an immense number of friction rollers, which, in many instances, is from two to three tons, and the weight of balance cars, all those being absolutely necessary on the planes now in use; but the great object in this point is, that the power to move the carriage is applied directly to the object to be moved, consequently there is a great saving of power, and of course a less strain applied to the rope.

To ascertain this fact I have been led to many experiments, which have satisfactorily proved it to be of great importance. One of which is as follows: I fastened to the end of a rope, one inch in circumference, a weight of fifty-six pounds, and stretched it over friction rollers, (similar to those used on inclined planes,) in a direct line, and upon an exact level for the length of one thousand feet, and when at the farther end, from the weight, endeavored to

draw it, but was unable, with the assistance of an able-bodied man. We then brought the weight to within five hundred feet of us; and again endeavored to draw it, which we did with great exertion.

I then ordered it to be brought to two hundred and fifty feet distance from where we stood, and I could draw it myself, but with much difficulty; and at the distance of fifty feet, I could draw it without any difficulty with one hand. And in like proportion the strain was reduced, until it came within a few feet, when it could be moved, as the reader well knows, with perfect ease.

The second experiment, which will be easily comprehended by all, I made by placing a small load upon a one horse wagon, and fastened the horse to it by means of a rope five hundred feet long; then started the horse, but he could scarcely move the load. On bringing him nearer, he continued to exert himself less and less, until fastening him in the shafts he could draw with ease at the rate of six miles per hour.

These experiments plainly prove that the greatest strain is upon the rope, when the load is farthest from the point where the power is given, and according to this ratio, which the experiment on a small scale gives, it must be very great.

Now, on the other hand, where the locomotive ascends, with her train of cars, by means of a stationary rope, as explained in the foregoing, the power is directly applied to the object to be moved, and not at a distance of from 500 feet to three-fourths of a mile, as is the case where stationary power is used; and of course, it must follow that the power required to ascend is much reduced, and the strain much less, and the rope consequently not so liable to be broken. Having enumerated most of the advantages in point of safety, by showing that the rope may be much larger, that there is not so much strain upon it, and that there is not a complicated mass of machinery which is liable to break and cause accidents, I will proceed to that which relates to economy and advantage in the construction of the whole line of the road, arising from this mode of ascending elevations.

Thirdly, in point of economy, I have before mentioned the saving of the first cost of stationary power, and the incidental expenses arising therefrom, which in most cases is of great importance, as profit to the stockholders is one great object to be attained, and on which the success of Railroads in this country depends. In most of the routes for Railroads, both in the United States and in Europe, it has been the object of the engineer to avoid inclined planes, if possible; and frequently, they would find it to their advantage to go some distance out of the direct route to do so, which renders the road much more lengthy and expensive. Provided

they could pass the planes without stationary power, which can be done by the adaptation of the locomotive to inclined planes, the necessity of this would be entirely obviated, as it costs no more to make a plane, in most cases, if without stationary machinery, than it does to make the same distance of level road, and the locomotive may ascend a hill and pass it in less time than it would take to run round it by a circuitous route, consequently there will be a less distance of road to be erected. It has also been the practice to overcome slight elevations by allowing the road to rise by degrees for a great distance, and thus overcome an elevation of from thirty to sixty feet in a number of miles: all this is done in order to avoid making inclined planes with stationary power, and by the means of doing so materially injure the road for commerce, as the difference of power to carry a load over a road that rises only six feet in a mile is considerable; and if the locomotive is obliged to pass but one elevation of this kind in the whole route, then he must not load any heavier than if the whole line was of that elevation; whereas, on the other hand, if the road was perfectly level, excepting where there are planes that actually ascend one foot in fifteen, the locomotive may load much heavier, and pass the elevations by means of the proposed plan.

It will be as well to observe that the engine of the locomotive works with the same ease on the plane that it does on the level, and makes the same number of strokes in a minute, but the speed of the carriage is reduced in proportion to the elevation it has to ascend. The power to ascend may be carried to almost any extent, as those who are acquainted with mechanics will perceive by the annexed drawing.

Having thus far shown that, in point of economy in the general construction of roads, as well as in all other respects, the adaptation of locomotive power to inclined planes possesses a decided advantage over stationary power, I shall merely add, that, by this course an object is attained which will throw all obstacles out of the question that have been argued against Railroads, as to their superiority over all other modes of conveyance. S. O.

THE VINE.

[From Prince's Treatise on the Vine.]

EARLY USE OF WINES AMONG THE ROMANS.—During the first period of the Roman empire the culture of the vine attracted but little attention, for Romulus forbade the use of wines in the libations then customary in the sacrifices of the Asiatics, and restricted them to milk as a libation on the funeral piles of the dead. Numa maintained this custom, and forbid wine at funerals; and he only permitted them to make use of such wine in their libations to the gods as had been made from vines that were well pruned, as Pliny asserts, in order to render the pruning of the vine an object of necessary care to the cultivator.

Wines were so rare and expensive in Rome during the early life of Lucullus, that but a single draught was allowed at a repast, however sumptuous the feast and entertainment might be in other respects; and Varro tells us that Lucullus never saw at his father's table Greek wines served up but once at each meal, but that, on his return from Asia, he bestowed on the people as a largess, more than a hundred thousand gallons of such wine; and that Hortensius at his death left to his heir above ten thousand barrels filled with the esteemed wines of Greece.

Pliny mentions having drunk wines that had been made during the consulship of Opimius, which was about two hundred years before. He also concludes that the vine was very rare in Italy in the reign of Numa, and adds, that wines did not come into much repute until six hundred years after the foundation of Rome.

Varro states a fact which shows the high value then set on wines, that Mezentius, king of Tuscany, sided the Rutilians of Ardea in their wars against the Latins, for no other hire but the wine and the vines which were in the territories of the Latins. It was to Ruma that Italy was first indebted for the abolishment of the interdiction promulgated by Romulus, and Pliny remarks, that politicians made use of the circumstance of this privilege being granted for its free use in religious sacrifices, as a means to promote and encourage its extensive culture, and the result seems to have fully responded to these exertions, for vineyards soon after became so numerous, and their produce so abundant, that wine not only came into general use, but the use of it was often carried to excess; and even the Roman fair said to have partaken too freely of the enjoyment. This excess caused the enactment of the law against its use by women in any case whatever, under pen-

alty of death, and by men until they had attained the age of thirty years. Fabius Pictor tells us of a Roman lady who was starved by her relations, because she had opened a cupboard which contained the keys of the wine cellar; and Macennius killed his wife with a cudgel on account of having caught her drinking wine out of a tun, and being tried for it, was acquitted of murder. Cato mentions that the custom among relations of kissing women when they met, was to ascertain by their breath if they had been drinking wine. But this custom is also said to have had its inconveniences from the eagerness which some evinced in offering and others in receiving the proof of that abstinence.

But the law that has been referred to could not, from its too great severity, be effective or of long continuance, in regard to the use of an article which had become so common and abundant; and it was consequently soon altered so as to fix the age of thirty years as the period after which it might be drunk by all, and finally they were compelled to alter it again, and allow an entire freedom in its use.

The same abuse of wine caused a similar law in the Marseilloise republic; but there, as among the Romans, its extreme severity was an obstacle to its application, and it was in like manner annulled.

ANCIENT VINEYARDS.—It would be a task both pleasing and interesting, to form a chronological table of the formation of the principal French, Spanish, German, and other vineyards; but the various histories of national agriculture furnish us with no documents sufficiently precise on that subject, and whatever may be said of it, we have not a complete one from Pliny of those of early date: the only course, therefore, by which we may attain to correct conclusions, is to examine with care the books and manuscripts which exist on the subject, and to draw from each its quota of knowledge, and to condense them as far as possible under one head. It may, however be deemed worthy of remark, that at the second epoch of the planting of vineyards in France, present circumstances fully prove, that the propagation of the vine extended itself in the neighborhood of Marseilles, in the direction from the meridian sun. The culture afterwards advanced in two directions, almost diametrically opposed, to north and south west; the first penetrated Dauphiny, by the numerous hills of the Rhone, the shores of the Saone, and all that famous coast formed of small mountains, which traverse Burgundy, from the meridian to the north, thence extending by the country of the Sequanois, (Franche Comté, or Jura,) upon the left bank of the Rhine, on the hills of the Marne, of the Moselle, and of those which border on the Sielle. The second branch directed itself towards Languedoc, Gascony and Guienne. It is probable that from these two principal branches, ramifications may have extended to the interior, according to the relative situations of the different provinces, and to the connections which existed between the inhabitants. There is no doubt, also, that the inhabitants of the contiguous districts procured their vines, and a knowledge of their culture from the vigneron of Guienne, and that the inhabitants of Auvergne, Bourbonnois, Nivernois, and Berri, received theirs from the people of Lyons, and transmitted them in like manner to those of Tours, Anjou, and their environs. The inhabitants of Gatiniois, Orleans, and the Isle of France, received theirs from the vineyards which formed the ancient boundaries of Burgundy and Champagne. The vine was planted and its culture communicated with an inconceivable rapidity, when contrasted with the difficulty that exists at the present day, in causing the best precepts and the best modes of culture to be adopted. It is true, that in reverting to former periods, we see that the proprietors of extensive domains did not disdain to devote themselves personally to rural pursuits, and that sovereigns themselves were not strangers to agricultural employments. The first dukes of Burgundy established vineyards on their own account; and we learn from their ancient ordinances, how much they prided themselves on the possession of the finest wine country in christendom, and the duke of Burgundy was often designated by the title of "prince of good wines." Neither were the kings of France unmindful of the advantage of extending the culture of the vine in their dominions. The edicts of Charlemagne furnish proof that vineyards were attached to each of his palaces, with a press and every instrument necessary in the making of wine; the sovereign himself engaging in the principal management with his vignerons. The palace of the Louvre, as well as the other royal residences, has had a collection of vines attached to it since early in the twelfth century, and in the year 1160, Louis the

younger assigned annually from its produce six hogsheads of wine to the curé of St. Nicholas.

Philip Augustus, in the year 1200, possessed numerous vineyards at Bourges, Soissons, Orleans, and various other districts of country, and the royal vineyard of Coucy, formed of vines obtained direct from Greece, is often mentioned in history. In fact, so numerous did the variety of wines become about this period, that among the fables of the thirteenth century, there is one composed in the reign of this sovereign, entitled the "Battle of the Wines," in which are enumerated the very great number of French wines then held in high repute, and those who feel a great interest on this point, would doubt less be gratified by referring to it.

Since the year 1200, a century has not passed away without augmenting the number of districts and of vineyards worthy of note, and adding to the list of wines which merit our approbation. Others have in like manner declined and lost the esteem they once possessed. The vineyard of Mantas, once counted among the most distinguished, has long since lost its reputation from inattention to maintaining it.

Deschamps announces, that even in his time the wines of Burgundy and of Champagne were rivals in renown. The plantations of the vine in the environs of Paris, existed at a very remote period, as the Emperor Julien lauded the wines they yielded; but the reputation they possessed for several centuries no longer exists. The primary cause of this change is attributed to the vast increase of the population of Paris for the last century. The great number of artisans and workmen, who centered in that city, in consequence of the wants of the opulent inhabitants, caused the hotels, taverns, and pleasure gardens, to be greatly increased. These places of resort being constantly filled by consumers, in no wise particular in their taste, they created a permanent market, and constant demand at all periods. The proprietors of vineyards being thus assured of an advantageous sale of whatever quantity they could make, without the expense of sending it to a distant market, decided on increasing the quantity even at the sacrifice of the quality. The ease and cheapness with which they could enrich the soil of their vineyards, by procuring manure so cheaply in Paris, powerfully seconded their views. It was only necessary further to neglect the culture of those vines whose produce was small, and to increase in their stead those kinds, however indifferent in quality, that yielded great crops, to annihilate the celebrity these vineyards had before acquired and justly merited.

The vineyards of Orleans have also failed of possessing at all times the same degree of favor. The decline into which they have fallen, may also be traced to the immense consumption, not as wine, but for the purpose of conversion into brandy and vinegar. Under these forms, the produce of the Orleans vineyards is sought after by various nations to such a degree, that doubtless many proprietors deemed it of little interest to strive to maintain the ancient character of the wines. In 1666, the King of France presented to the King of England two hundred hogsheads of wine, consisting of Champagne, Burgundy and Hermitage, they without doubt being deemed the best of that day.

In the Memoirs of Tully, we find the history of the wine of Arbois, and some amusing anecdotes that rendered them celebrated.

I will only further notice one of the largest and most celebrated wine districts of France—namely, that of Bordeaux. The major part of the wines made in this territory having for centuries continued to be a most important object of export rather than of home consumption, it is not very surprising that our writers, as these wines were in general little known, should have omitted to give us more than a partial account of their merits. Ausone, who lived in the fourth century, praised their excellence in many of his writings. Mathieu Paris also comments upon their value in 1251; and it is proved by the registry of the custom house at Bordeaux, that in the year 1350, no less than one hundred and forty-one vessels left that port, laden with 13,429 pipes of wine; the duties of which were, 5104 livres of their currency. Froissard also states, that in 1372 there arrived more than 200 sail of vessels to load with wine.

I shall confine myself here to the foregoing remarks; but the vineyards of this district occupy so distinguished and important a rank among the finest in France, and are objects of so much interest on account of their immense export, (a point which Americans must particularly aim at,) that I shall hereafter enter more minutely into the details, and describe the principal crus, or favorite vineyards, which have acquired for it so much celebrity.

NEW-YORK AMERICAN.

SEPTEMBER 8, 10, 11, 12, 13, 14—1832.

LITERARY NOTICES.

AMERICAN LIBRARY OF USEFUL KNOWLEDGE, VOL. IV. Stimpson & Clapp, Boston.—This is the third volume of John Van Muller's Universal History, a work we have already had occasion to recommend to our readers for its concise narrative and philosophical views of general history. The present volume takes up the chain of events in Europe in the year 1273; and an account of the gradual transition from the social order of the middle ages, to that of modern times, brings us down to 1453, and completes the XVIIth Book of the history. We extract brief notices of the three most distinguished literary characters of this age:

In the 14th century, Dante, of the noble family of Alighieri, wrote the "Divina Commedia," a work which displays all the majesty and boldness that excite our admiration in the ancients and in Milton: it abounds with the fervor of genius, with patriotism, and genuine love of virtue; and is the earliest production of modern literature which we may venture to compare with the works of the ancients.—Dante is not always equal to himself: he frequently offends against the precepts of good taste, and bears traces of barbarous rudeness; but he is never common or low, and loses himself only in the lofty flights of his imagination. Dante survived his banishment from Florence twenty years, and died at Ravenna at the age of sixty-six. A. D. 1321.

His fellow-citizen, Francesco Petrarca, was already inspired by the perusal of the ancients and the charms of Laura. In vain his father, incensed against him, burned his copies of the ancient poets and orators: he was destined to impart to the language of his country the most perfect refinement, and to furnish readers of sensibility, in all succeeding ages, with the most elegant gratification. He became an orator in consequence of the misfortunes of the times, the perception of which had deeply penetrated his mind; and he was made a poet by Laura, a daughter of the knight of Noves and the wife of Hugo of Sade, whom Petrarch has immortalized by his admirable sonnets, written in his lonely dwelling near a rivulet in the valley of Vaucluse. After he had celebrated the conqueror of Carthage, Rome and Paris rivalled each other in testifying their lively sense of his merits. In the 37th year of his age he was crowned with laurel in the capitol. The emperor Charles the Fourth found him at Mantua, and invited him to accompany him in his journey to Rome. "It is not sufficient," said Charles, "that I am going to see Rome; I wish to see it with your eyes." The Florentines, by whose turbulent proceedings his family had been banished, sent information to him by Boccaccio, that the republic had restored his confiscated property. He died at the age of 74. A. D. 1373.

Giovanni Boccaccio was also the son of a Florentine merchant; his relations intended to educate him for a merchant, or a teacher of ecclesiastical law; but nature destined him to be the scourge of human follies. He also began to compose in verse; but when he met with the poetry of Petrarch, he destroyed his own compositions, and afterwards wrote in prose in a style of as much simplicity and liveliness as the best works of the Greeks; it might be said that he brought the muses down from Parnassus into the circle of social life. He is copious, and sometimes licentious; but his Decamerone must always be considered a masterpiece. Boccaccio was, in comparison with the Grecian authors, what Petrarch was if we compare him to the Roman; and Constantine Lascaris says, with justice, that he is second in eloquence to none of the Greeks; and that his hundred tales outweigh the works of an hundred poets. A. D. 1375.

Book XVIII treats of those revolutions which especially contributed to develop the new order of political affairs, and embraces the period between 1453 and 1519. The brilliant age of Charles V, the court of the princely Francis I, the chivalric rival of the wily Emperor, the Reformation, and the general history of the world from the year 1519 to 1556, carry us through the next book to the twentieth. The age of Philip II, comprising a period of 42 years, completes this book. Book XXI, which terminates this volume, treats of the times of Gustavus Adolphus and Richelieu,

and the condition of Europe during the thirty years war, when Condé and Turenne began to announce their illustrious career, bringing the history down to 1648. Here is a great deal of matter condensed into a thin duodecimo of fair type. From Book XIX we extract the following sketch of the rise of literature, and the dawn of the Reformation in England:

Under Henry the Seventh, the acquirement of learning had begun to be extended; the ancients became known, and communicated to their readers the sound understanding and the lofty and daring spirit which breathes through their works. The light of reason thus imparted, was fatal to the age of chivalry,—when the nobility "performed pilgrimages in countries which could never be found in the map; and amused themselves by defying persons unknown to them, to single combat for ladies whom they had never seen." The forests of Wales alone remained impervious to the spirit of the age; and were still governed by barons, who, surrounded by marksmen, and on their guard day and night against enemies, bestowed estates on such of their soldiers as distinguished themselves by their valor; in order, to use the expression of Wynne, "to determine, by the prowess of these men, whether they or their neighbors should be the first to salute. But even here, English and Latin were taught at Conway; and at Caernarvon, the commencement of civilization was discernible in the manners of the people.—In England, the study of the ancients soon began to produce a perceptible effect on the acquisition of science, and even on the manner of conducting business.

This change was effected by men of the common class; for the restorers of learning were more frequently oppressed than rewarded. One man was observed prosecuting his studies by the side of a river, and catching the pieces of wood that occasionally floated down its current, in order to provide himself with fuel for the winter; another employed his nights in making shoes, that he might be at liberty to study during the day. The love of independence, which usually accompanies genius, induced Erasmus to gain his livelihood by correcting books, at the time when Charles the Fifth and Henry the Eighth were eagerly inviting him to come to their courts. Grocyn, the first professor of Greek at Oxford, received no salary; for a man who understood that language, was suspected of an inclination to heresy. Twenty grammar schools were however opened in a short time; and Thomas More read lectures before an assembly of the most respectable citizens of London, on Augustine's excellent work of the city of God.—More himself, in his holdness before a haughty and all powerful minister, in his immovable attachment to convictions which were disagreeable to the king, and in the equanimity with which he conducted himself on the scaffold, displayed a spirit worthy of the ancients. The liberality of his mind still survives in his Utopia; although that work proves that he was more capable of transporting himself into former ages, than of transferring the spirit of the ancient philosophy, to his own times. These restorers of literature prepared the way for the reformation: they were not themselves its authors; for the external forms of the Catholic religion were more resemblance to the customs of the Greeks and Romans; but they put the human mind in motion, and the consequence was, that every thing was subjected to examination; which was to be conducted in the sixteenth century, according to the history of the church; in the seventeenth, according to the new philosophy; and since the time of Bayle, according to the dictates of sober reason.

THE AMERICAN MONTHLY REVIEW, No. IX.; Cambridge, Brown, Shattuck & Co.—We trust this well conducted Review may be an exception to the general fate of the numerous periodicals resembling it in externals, which have sprung up, withered and died, within the last few years. It is published near Harvard University, and its contents frequently relish of the flavor imparted by such a literary atmosphere. Among the articles which compose the present number is a notice of "The Alhambra," which contains an excellent analysis of the author's mind and style of writing. We quote an introductory passage, which describes very happily the sort of footing which the author of the Sketch Book has established with his readers all over the world:

He writes of his countrymen and of foreigners;

he enters their dwellings, describes their classes, amusements, and occupations, relates their exploits seriously or gravely, paints their habits, usages, and follies; he tells the truth on all sides, and all are instructed and entertained; no prejudices are shocked and no pride is wounded. The satirist, the painter, the chronicler, the foreigner, is always a friend. He spends a large and it may be the best part of life in other countries, and mixes with the people as one who has made his home among them, rather than as a mere observer of outlandish character and modes; as one who loves to study familiarly what there is alike and various in different countries, and not as one driven abroad "to seek new haunts for prey," because he had devoured the little there was at home. He returns to his own land after many years, and finds that he was expected and desired, that his own people have watched him with pride and affection through all his rambles and sojourns, and that every word he had sent them of others was also pleasing news of himself. We cannot then in any way regard him as a book-maker, however the case may be. We are reminded rather of a man of genius, of nice tact, and a liberal, even temper, taking noiseless surveys of life and nature and events with relish and single-heartedness, and finding as much pleasure in talking things over as he ever felt in looking at them. Though he is our countryman he calls forth nothing but what is generous in nationality. For once, we are allowed to forget that we are but of yesterday and have yet a character to gain in literature; we forget that Englishmen sneered before and praise now; we think only of an eminent American writer who has borrowed largely from many countries and made them all his debtors.

The remaining articles are—2, Le Bas's Life of Wiclif; 3, Larrey's Surgical Memoirs; 4, Brown's Naturalist; 5, Lawrence's Two Lectures on Political Economy; 6, Hall's Lectures to Female Teachers; 7, Whately's Elements of Logic; 8, Mrs. Child's Biography of Madame de Stael and Madame Roland; 9, Fairfield's Last Night of Pompeii; 10, Fenwick's Elements of Mechanics; 11, Arago's Tract on Comets; 12, Smith's Curiosities of Common Water; 13, Swallow Barn, Ivan Vojeghehen, and Adventures of a Younger Son; Bulwer's Conversations with an Ambitious Student; 15, the Juvenile Rollin.

In the 14th article, we find the following passage relating to a popular author, about whose merits the public differ less than do the critics:

Mr. Bulwer's style is marred by glaring defects, but possesses also extraordinary merits. It is sometimes affectedly epigrammatic, but generally flows in a beautiful current of clear thought and sparkling imagination. It is wonderfully picturesque from his laudable use of Saxon English, which alone expresses the genuine feelings, accompanied by the secondary native associations and fancy imagery, of a thoroughly English heart. His taste is generally pure, and his range of historical and literary allusion wide. Certain characters, and particularly one, the elements of which are, high intellect, noble birth, or at least noble manners,—tinged with melancholy but not moroseness,—romantic views of philosophy and life,—and a love of the beautiful in art and nature, with a fondness for abstract contemplation and retirement.—Mr. Bulwer conceives in a style of extraordinary vigor, and executes with the bold hand and finished detail of an accomplished artist.

THE CONSISTENCY OF REVELATION; by P. N. Shuttleworth, D. D.: Harpers, New York.—If intellectual pride be regarded as one of the greatest stumbling blocks in the way of religion, each effort of her ministers, which tends to establish the consistency of Revelation with human reason, is to be hailed with satisfaction. The professed object of Dr. Shuttleworth's dissertation, is to do justice to the internal evidences of Christianity, by disencumbering them of the weight of those objections, which, though in popular discussion generally considered as affecting the cause of Revelation exclusively, stand in reality in no need of refutation,—for the plain and simple reason, as our author justly remarks, that they are applicable in exactly the same degree to every possible modification of religion whatever. The brevity of this work, though it embraces so wide a subject, we consider by no means an objection to it; for, such

is the indolence of most minds, that, even in the momentous matter of religion, many are deterred from pursuing the most important inquiry which can engage their attention, by the supposed necessity of wading through voluminous books upon the subject. A treatise, therefore, which, like the one before us, confines itself to the discussion of the more prominent and general topics, and thereby brings them distinctly under the mind's eye, is a valuable acquisition in Divine learning.

THE AMERICAN PHAROS, OR LIGHT-HOUSE GUIDE; by Robt. Mills, P.A.: Washington, Thompson & Horns; 1832.—This work contains a general view of the coast from the St. Lawrence to the Sabine, and being founded on official reports received at the Treasury Department, we should think would be invaluable to seafaring men who are anxious to become familiar with the positions and bearings of the Light-houses along the coast. These, with several exceptions are here given; and their omission only arises from the fact of the requisite surveys having in many instances yet to be made. Mr. Mills in urging that accurate astronomical surveys should be added to a topographical and marine delineation of the coast, very properly presses upon the government to call into requisition the talents of our young officers to effect this object, the advantages arising from which would be incalculable and the cost inconceivable. There is an appendix to the volume, containing an account of the Light-houses on the gulf and river St. Lawrence, founded on official reports from the Trinity Board of Quebec in 1832.

COBBETT'S HISTORY OF THE REFORMATION IN ENGLAND AND IRELAND: John Doyle, 12 Liberty street.—This, we believe, is part of an 18mo. edition of Cobbett's works, now publishing by Mr. Doyle. It is a queer book, written in the popular vein of that quorest of men, the author. The professed object of it is "to show how the Reformation in England and Ireland has impoverished and degraded those countries;" and, as the examination of it would lead us into matters which we always avoid in these notices, we must leave the book with such recommendation as the title supplies.

ADDRESS DELIVERED BEFORE THE PHILANTHROPIC AND DIALECTIC SOCIETIES AT CHAPEL HILL, N. C., by the Hon. Wm. Gaston; second edition; Richmond, Thos. W. White.—The old fashioned way of launching a young man upon the world, was for his tutor or guardian, when he was about to assume the toga virilis, to take him into some dark closet or cobweb covered oratory, and there, with purkured face and solemn mien, freeze the stripling into a moment's demureness, which the lecturer hoped would last for years. Tempora mutantur! The grand divisions of labor which have taken place have robbed the pedagogue of his musty office; his care terminates with the youthful studies of his charge, and he then passes him on to other hands. It is now left for men of the world (we use the word in its best sense) to initiate the young into the business of life. We regard this custom of leading men in the country, men of talent, of practical business habits, and literary withal, annually addressing the graduates of our colleges, as one of the most excellent usages that ever came into fashion. There is a vanity in young blood which, even in youths of sense and spirit, prompts them too often to hold lightly the counsels of those immediately around them, upon matters which affect their worldly station and happiness. Their confidence in their own resources, their quick perception of the ludicrous, and their fear of ridicule, combine to steel their minds against the influence of what they readily regard as the matter of course prosing of their legitimate advisers. But when such men as Wirt, Cass, Berrien, and others, whose stations and pursuits would seem to place them above or beyond

the friendly duty, come forward and cordially taking them by the hand, welcome them as rivals in the grand race of life, while they are pointing out each rule and custom of the course,—it is the dunce, the blockhead, and the churl alone, who does not feel his heart glow with generous confidence toward him who thus claims it. The lessons imbibed at such a moment we should conceive to be among the most durable in life, and capable, above all others,—excepting only those received at a mother's knee,—of withstanding the assaults of Time and Circumstances. Such we would hope to be the case with the majority of those who listened to the varied advice laid down in the eloquent discourse before us. That our readers may judge whether it merits to be so treasured up, we proceed to give a few extracts without further preliminary remarks. What a just view Mr. Gaston takes of what "Lionel" in Miss Burney's novel so expressively calls "the dullest thing in the world,"—study:

It is undoubtedly a mistake to suppose, that there is no original inequality in the mental faculties of different individuals. Probably, there is as great a disparity in their intellectual, as in their physical conformation. But however false this extravagant theory may be, there is another error far more common, and practically, far more mischievous—the error of exaggerating the difference between the original energies of intellect, and of attributing to splendor and resistless genius those victories which are not to be achieved but by well directed and continued industry. It is in the infancy of life, that the inequalities of original talent are most striking, and it is not strange, that vanity on the one hand, and indolent admiration on the other, should hyperbolically extol these obvious advantages. In what this disparity consists, it may not be easy to state with precision. But from an observation of many years, I venture to suggest that the chief natural superiority manifested by the favored few over their competitors in the intellectual conflict, is to be found in the facility with which their attention is directed and confined to its proper subjects. That youth may be regarded as fortunate indeed, who in early life can restrain his wandering thoughts and tie down his mind at will, to the contemplation of whatever he wishes to comprehend and to make his own. A few moments of concentrated application, is worth days and weeks of a vague, interrupted, scattered attention. The first resembles the well known manœuvre in Strategy, so simple in its conception and yet so astonishing in its results, by which all the arms of a military force are made to bear upon a given point at the same moment. Every thing here tells, because there is no power wasted, and none misapplied. Now let no one despair, because he finds this effort to confine his attention difficult, or for a considerable length of time impracticable. Nothing is more certain, than that this power over the mind may be acquired. Let the attempt be repeated again and again,—first for short, afterwards, as the ability is increased, for longer periods, and success will ultimately follow. The habit of fixed attention will thus be created, and it is one of the peculiarities of all active habits, that in proportion to the difficulty with which they were produced, is their inveteracy when once thoroughly formed.

His view of personal independence:—

Miserable is the condition of every being who hangs on the favors of creatures like himself. Deserve, and strive by desert, to win the esteem of your fellow men. Thus acquired, it decorates him who obtains, and blesses those who bestow it. To them, it is returned in faithful service, and to him, it comes in aid of the approbation of conscience to animate diligence and reward exertion. Those too, who engage in public service, are bound to cherish a hearty sympathy with the wants, feelings, comforts and wishes of the people whose welfare is committed to their charge. It is essential for the preservation of that confidence which ought to subsist between the principal and the agent, the constituent and the representative, that all haughtiness and reserve should be banished from their intercourse.

Of Political:—

To court the fondness of the people, is found, or supposed to be, easier than to merit their approbation. Meanly ambitious of public trust, without the virtues to deserve it; intent on personal distinction, and having forgotten the ends for which alone it is worth possessing, the miserable being concentrated

all in self, learns to pander to every vulgar prejudice, to advocate every popular error, to chime in with every dominant party, to fawn, flatter and deceive, and becomes a demagogue. How wretched is that poor being who hangs on the people's favor! All manliness of principles has been lost in this long course of meanness; he dare not use his temporary popularity for any purposes of public good, in which there may be a hazard of forfeiting it; and the very eminence to which he is exalted, renders but more conspicuous his servility and degradation. However clear the convictions of his judgment, however strong the admonitions of his, as yet, not thoroughly stifled conscience, not these, not the law of God, nor the rule of right, nor the public good—but the caprice of his constituents, must be his only guide.

There is a searching severity in this passage which relishes wholesomely as a bottle of chloride in a foul atmosphere. The worst of it is, it is too individual, there being at least a thousand in the land, who will conceive themselves entitled to call Mr. Gaston out for a personality.

The conclusion of the Address is peculiarly opportune, especially considering the spot where it was delivered; and however it may have depressed the minds of his young hearers with gloomy anticipations, and dashed their buoyant spirits with care, it was right in the orator to call their attention to the grave duties which might soon await them:—

Perils surround you and are imminent, which will require clear heads, pure intentions, and stout hearts, to discern and to overcome. There is no side on which danger may not make its approach; but from the wickedness and madness of factions, it is most menacing. Time was, indeed, when factions contended amongst us with virulence and fury; but they were, or affected to be, at issue on questions of principle; now, Americans band together under the names of men, and wear the livery, and put on the badges of their leaders. Then, the individuals of the different parties were found side by side, dispersed throughout the various districts of our confederated Republic; but now, the parties that distract the land, are almost identified with our geographical distinctions. Now, there has come that period, foreseen and dreaded by our Washington, by him "who, more than any other individual, founded this our wide-spreading Empire, and gave to our Western World independence and freedom"—by him who, with a father's warning voice, bade us beware of "parties founded on geographical discriminations." As yet, the sentiment so deeply planted in the hearts of our honest yeomanry, that union is strength, has not been uprooted. As yet, they acknowledge the truth, and feel the force of the homely, but excellent aphorism, "United we stand, divided we fall." As yet, they take pride in the name of "the United States"—in recollection of the fields that were won, the blood which was poured forth, and the glory which was gained in the common cause, and under the common banner of a united country. May God, in his mercy, forbid that I, or you, my friends, should live to see the day, when these sentiments and feelings shall be extinct! Whenever that day comes, then is the hour at hand, when this glorious Republic, this at once national and confederated Republic, which for nearly half a century has presented to the eyes, the hopes, and the gratitude of man, a more brilliant and lovely image than Plato, or More, or Harrington, ever feigned or fancied, shall be like a tale that is told, like a vision that hath passed away. But these sentiments and feelings are necessarily weakened, and in the end must be destroyed, unless the moderate, the good and the wise united, "frown indignantly upon the first dawnings of every attempt to alienate any portion of our country from the rest, or to enfeeble the sacred ties which now link together its various parts." Threats of resistance, secession, separation, have become common as household words, in the wicked and silly violence of public declaimers. The public ear is familiarized, and the public mind will soon be accustomed, to the detestable suggestion of DISSOLUTION! Calculations and conjectures, what may the East do without the South, and what may the South do without the East—sneers, menaces, reproaches, and recriminations—all tend to the same fatal end! What can the East do without the South? what can the South do without the East? They may do much; they may exhibit to the curiosity of political anatomists, and the pity and wonder of the world, the "disjecta membra," the sundered bleeding limbs of

a once gigantic body instinct with life, and strength and vigor. They can furnish to the philosophic historian, another melancholy and striking instance of the political axiom, that all Republican Confederacies have an inherent and unavoidable tendency to dissolution. They will present fields and occasions for border wars, for leagues and counter-leagues, for the intrigues of petty statesmen, the struggles of military chiefs, for confiscations, insurrections, and deeds of darkest hue. They will gladden the hearts of those who have proclaimed, that men are not fit to govern themselves, and shed a disastrous eclipse on the hopes of rational freedom throughout the world. Solon, in his Code, proposed no punishment for parricide, treating it as an impossible crime. Such, with us, ought to be the crime of political parricide—the dismemberment of our "father land." "*Cari sunt parentes, cari sunt liberi, propinqui, familiares, sed omnes omnium caritates patrie una complexa est; pro qua quis bonus dubitet mortem appetere si ei sit profutura? Quo est detestabilior istorum immanitas qui lacerant scelere patriam, et in ea funditus delenda occupati et sunt et fuerunt.*"

If it must be so, let parties and party men continue to quarrel with little or no regard to the public good. They may mystify themselves and others with disputations on political economy, proving the most opposite doctrines to their own satisfaction, and, perhaps, to the conviction of no one else on earth. They may deserve reprobation for their selfishness, their violence, their errors, or their wickedness. They may do our country much harm.—They may retard its growth, destroy its harmony, impair its character, render its institutions unstable, pervert the public mind, and deprave the public morals. These are, indeed, evils, and sore evils; but the principle of life remains, and will yet struggle with assured success over these temporary maladies. Still we are great, glorious, united and free; still we have a name that is revered abroad and loved at home—a name which is a tower of strength to us against foreign wrong, and a bond of internal union and harmony—a name which no enemy pronounces but with respect, and which no citizen hears but with a throb of exultation. Still we have that blessed Constitution, which, with all its pretended defects, and all its alleged violations, has conferred more benefit on man, than ever yet flowed from any other human institution—which has established justice, insured domestic tranquillity, provided for the common defence, promoted the general welfare, and which, under God, if we be true to ourselves, will insure the blessings of Liberty to us and our posterity!

Let this noble passage be deeply graven in the heart of every one who has heard or read it. We remember either to have read or heard uttered the question what has "an American to be proud of—why should he love his country?" The question, if it needed reply, is answered here.

We find ourselves at a late hour compelled to close these notices without being able to touch upon several works, (chiefly relating to "Cholera,) upon our table.

JOURNALISM.—The Philadelphia National Gazette, in observing how fond British writers are of expatiating upon their independence and perfect freedom of the American Press, indulges in some comments which are worthy the attention of every newspaper reader. The Gazette asserts, that the Press in both Great Britain and France, is, in fact, less trammelled and dependant, than that of the United States; and maintains, that "the political and religious parties throughout the Union, personal connexions or combinations, and comparative needs, keep the journals of our country, generally, in a state of closer restraint, and more special and steady adhesion, than is known in either of the countries above mentioned." The truth of this position we are neither prepared to question or uphold; but in what follows, but little editorial experience enables one to concur:—

The subscribers to newspapers, and Americans generally, are contracted and intolerant in their notions with regard to the press; and until they shall be differently impressed and disposed, it must remain more or less timid and subservient. They regard and treat every journal as an engine for certain

objects or influences—as a vehicle for such opinions and even facts alone, as they favor,—for the advancement of particular theories or interests and the elevation of particular individuals. Parties and sects will support engines solely—they dislike and discountenance impartiality, and the exhibition of both sides of any question.

This seems dangerously severe upon that awful personage The Public; but (though we may be pulling hairs from the lion's mane) we ask, is the representation at all exaggerated? Almost every editor of an American paper has, as the National Gazette observes, seen and felt occasions fitted to remind him of the editor in *Figaro*—who, provided in his writings he spoke neither of governments, nor of religion, nor of politics, nor of morals, nor of men in place, nor of powerful corporations, nor of the opera, nor of other spectacles, nor of any person of any consequence; might print every thing freely under the inspection of two or three censors.

Nor is it altogether in sects and parties that the enlightened public would regulate and control a machine whose movements ought to be as free as this common air. But with individuals it is the same, and in a subscription list of several thousand, many a one honestly thinks that his very whims must be studied. In matters of taste this sometimes gives opportunity for diverting observation, and reminds one vividly of the fable of "The Man and his Son and his Jackass." "Don't you think," said an opulent farmer to the publisher, in our hearing a day or two ago, "Don't you think that you give us too much of the long story in that weekly review of yours; accidents and politics would be read with a great deal more interest in my county.—Just then entered the father of two beautiful daughters, and stated that he would "have to give up the paper, because my (his) girls complained that they had not read a *tale* in it for a month." Upon mentioning the coincidence as an amusing one, to two legal gentlemen, one of them, (he is an advocate,) observed, "how ludicrously unreasonable; and yet," he went on to say, "I am often surprised, myself that a column or two is not devoted oftener to the reports of criminal trials and the speeches of eminent counsel." "Nearly the same thing has occurred to me," pursued his friend, an eminent solicitor; "except that since Lord Brougham came to the woolstack chancery reports are far more interesting, and should take the preference of others."—All this, when told to a mercantile friend, diverted him much; and, after sagaciously observing "that human nature is human nature,"—a proverb which, like quack medicine, may be applied to any thing,—he abandoned his facetious tone, and gravely (with praiseworthy consistency) added: "For my part, I only stopped my morning paper because the marine list and commercial record does not occupy so much space as they ought in its columns." From all this we drew two sage and valuable deductions: the first was comprehended in that sound axiom of our mercantile friend, "that human nature is human nature;" and the second was, that to conduct a newspaper with spirit, one must maintain his independence in matters of taste as well as in those of principle.

* * * "but, never mind,—God save the King! and Kings! For if He don't, I doubt if men will longer. I think I hear a little bird that sings:
The people by and bye will be the stronger:
The veriest jade will wince, whose harness wrings
So much into the raw as quite to wrong her
Beyond the rules of posting,—and the mob
At last fall sick of imitating Job.
At first it grumbles, then it swears, and then,
Like David, flings smooth pebbles 'gainst a giant;
At last it takes to weapons, such as men
Snatch when despair makes human hearts less pliant.
Then 'comes the tug of war?—'t will come again
I rather doubt; and I would say, 'fin on't.'
If I had not perceived that revolution
Alone could save the earth from hell's pollution."—Byron.

All poets are more or less prophets; and the naughty bard of Newstead had not less the gift and power of foretelling events than the majority of his mere

orthodox brethren. There is many a sybilline leaf among those which Scott says he flung off as carelessly as a luxuriant tree shakes its foliage to the passing breeze. An able contributor to the last number of the *New England Magazine*, quotes the above passage as apposite to some sensible and well written remarks he makes upon the present state of Europe. He thinks with many others that the time is already at hand, when the remarkable prophecy of Napoleon must be fulfilled, that "in fifty years Europe will be Russian or Republican." "*Dans cinquante ans l'Europe sera Republicain ou Cosaque.*" And the reflection gives rise to a train of observations which show the writer to be a vigorous thinker upon a trite subject. In England, where, he hints, that his opportunities for observation have been peculiar and extensive, and from which country he appears recently to have returned, he finds with all the elements of discord a few countervailing causes which may rescue that nation from the fate which he believes to impend over her. The following extract embraces some facts which we do not recollect to have seen stated before:

There is in England and in Ireland an immense class, whom physical suffering and moral degradation have rendered callous to every call but that of interest,—reckless of every restraint but that of fear. To address the reason, to appeal to the loyalty of these men, would be to reason with the raging whirlwind, to talk to the hissing adder; the patriot and the prudent man are unheeded, while the demagogue and the agitator who appeal to the passions, are answered with the thundering *huzza* of the thousands whose only argument is a shout, and whose only reply is a blow.

The physical force of the country is in the hands of these men; but as we have said, they are under the restraint of fear, and the wholesome moral influence of the middling class—as they formerly were under that of the aristocracy. But let this middling class only take away the barrier of its influence, and we should see how far the wild wave of popular fury will go; let but the middling interest of England, as did the *bourgeoisie* in France, but once cry bravo to the mob, and it will sweep away throne, and mitre, and ermine, in one common ruin, and plunge the resistering bayonet of the soldier in his own bosom.

In England, too, there exists every facility for arming the mob; such towns as Birmingham, and Leeds, and Sheffield, are but immense depots of arms; and at the beckon of such a man as Thomas Attwood, their stores would yield up more weapons than could be forthcoming by the warrant of the Lord Lieutenant of the Tower.

In such a country as England, men arm not but with the intention, of using their weapons; and when one considers, (what was really the fact,) that on the news of the downfall of the Grey Ministry, tens of thousands, and hundreds of thousands, did actually arm themselves, one trembles to think what would have been the consequence, had a few days been suffered to expire without calming the people. The patriotic Unions were filling up with thousands of new members daily; they openly wore their badges, and they secretly prepared their arms, and they sternly resolved "to do or die," should the Tories attempt to thwart their project of reform.

We have it from a friend, who had it from the mouth of Attwood himself, that on the night of the greatest excitement, he was awakened by his son's entering his room, sword in hand, and saying, "Father, take mother and the children and fly to America, for the people are determined to appeal to arms!" "Well then," said Attwood, rising, "in God's name, since it must be so, I will bide with them to the last; and if our enemies force us to fight for our rights, we will do it manfully, and all together."

But happily for England, happily for the world, warning was taken in time; even the bold the obstinate Wellington was daunted; he was obliged to throw up the hardly assumed reins, and confess to his King, that he could not guide the car of State without risking the common ruin of rulers and ruled.

It would appear from the above, as if, at the last dissolution of the British Ministry, the fate of the nation was more narrowly suspended than has been hitherto suspected; the same thing which then occurred, may, for a less reason, threaten

again—and that when there is no question which can be so safely yielded, no sop at hand to fling to the angry lion. But the writer of this article thinks that counteracting causes are in operation, which, if allowed slowly and silently to work their effect, will prevent all resort to violence, and, without the horrors of a Revolution, gradually alter the complexion of the Government, and ameliorate the condition of the mass of the people. Among these he looks, somewhat too sanguinely we fear, to the operations of the "co-operative societies" in producing a greater diffusion of wealth and breaking up the establishments of enormous capitalists, who absorb within themselves the very substance of the soil. From the contending commercial and manufacturing interests of the country, and especially from the Corn Laws, he apprehends early and almost insurmountable difficulties; and he regards the West India troubles as little less than a mass of combustibles.

We regret that our limits prevent a more minute examination of this exceedingly clever article—a part of which, however, relating to this country we give below. The author, who, as we before stated, writes apparently from personal observation of the operation of recent events upon the different classes in England, makes out upon the whole but a gloomy case. Still he hangs with cheering confidence upon the hope of brighter days for the proud old isle: his principal reliance is upon the good sense, steady habits, and general firmness of character of the middle classes; and if they, as he thinks, can swell their numbers, by adding gradually from the two extremes, we can readily believe that the ship of state, with all her ballast thus shifted to the centre, may yet weather many a storm. That such may be the case, and that education with the mob, and reason with the nobility, may gradually remove the blindness of the one, and the fatuity of the other, must be the ardent wish of every one who recollects how long England stood alone in the gap between Freedom and Despotism.

There is so much that is venerable about John Bull; so much that, notwithstanding all his extravagances, we are compelled to revere; so much that, in spite of his manifold disagreeablenesses, we can not help but love; that we would not see him dealt harshly by in his old age. Let him be handled kindly and watched with tenderness; and when a violent application is to be made to one part of the system let them be careful to keep the rest as comfortable as possible. He has many infirmities, and all should be considered while attempting to remove one. In his present condition he would hardly stand amputation of either of his members: he would perish of the blow it would give his constitution. Good nursing, however, might in a few years put the old gentleman in sufficiently hearty case to undergo the excision of the unsound parts, and allow him to realize a kindly old age. That such may be the case, must be the wish of those even whom his testiness and arrogance of conduct have provoked the most. Among these we cannot help saying,

Sero in seculum redeas;

Or, in the less trite paraphrase of Linkum Fidelius:

Thy scorn burly Bull we return in thy teeth,
But eased as thou art in a compost of evil,
There's something so solid and hearty beneath,
Oh late may it be ere you go to the devil.

Our own institutions, which we prize so lightly, as rashly to tamper with and peril, are held abroad to be "the envy and wonder of the world."—Yes, the American may well be proud of his country and her institutions; and when he moves about in Europe, he will oft feel a thrill of delight at hearing her praises repeated from a thousand lips, if perchance he does not blush and tremble at the thought that she may in a little, very little time, no longer merit them.

America is the watch-word, the rallying cry of all the discontented in Europe; the republican in France

the patriot in Spain and Italy, the *optimist* in Germany, and the liberal every where, point to her as a bright and glorious light to the world; they point to her existence, as a refutation of the arguments of their statesmen; and to her national prosperity, as a striking contrast to their national misery. Liberal principles have already extended themselves from Naples to Stockholm, and from Lisbon to Moscow; in that vast space,—among the thousands and millions of liberals, who mourn over the sad situation of their respective countries, there is not one who does not sigh for such institutions as ours; and tho' many regard the attainment of them as impossible, there are many others, who are ready to plunge into the dreary waste of revolution—to wade through the bloody waves of war, to gain the Palestine of their hopes—the enjoyment of a government like ours.

This feeling, which has for some time been prevalent on the Continent, is now rapidly spreading through England. The late crisis has tried men's attachment to their form of government, and it has been found wanting. In the heat and excitement of the contest, the heart spoke out, and the secret inclinations betrayed themselves, and men said "A republican form of government is the simplest, the most rational, the most desirable: we wish not to overturn our own institutions; but if in the earthquake of revolution, the temple is thrown down, we will not rebuild it upon the old model."

This feeling manifested itself in a thousand instances during the late excitement; and without alluding to the ravings of Cobbett and those of his school, with their host of admirers; or to the more respectable Westminster, and the large class whose feelings it represents, we do confidently assert that there exists in England a great and growing admiration for American institutions.

The illustrious bard whose beautiful lines* we have quoted at the head of this article, said to us but a few weeks ago, "Your country is a glorious, a happy land, and I would soon be treading her shores, did I not think it the duty of every patriotic Englishman to stand by his country in the storm which may, ere long, burst upon her."

It is not the starving Irishman—it is not the furious radical alone, who looks to the United States as the *el dorado*, the *terra felix* of the earth; there are thousands of disinterested patriots, of genuine Britons, who, but for the hope they have of the regeneration of their own beloved land, would fly to ours. The spirit which animated our fore-fathers to abandon that lovely isle, (to which our affections cling in spite of our prejudices,) is not yet extinct in it; and there are many who, when they mourn over the rottenness and corruption of old Europe, say with Byron—still,

One great crime,
Whose vigorous offspring by dividing ocean,
Are kept apart and nursed in the devotion
Of freedom, which their fathers fought for, and
Bequeathed—a heritage of heart and hand,
And proud distinction from each other land.

Still one great crime, in full and free defiance,
Yet rears her crest, unconquered and sublime
Above the far Atlantic! She has taught
Her Euxine brethren that the haughty flag
The floating fence of Albion's feebler crag,
May strike to those whose red right hands have bought
Rights cheaply earned with blood.
* * * * * better be
Where the extinguish'd Spartans still are free,
In their dark charnel of Thermopylae,
Than stagnate in our marsh,—or, o'er the deep
Fly, and one current to the ocean add,
One spirit to the souls our fathers had,
One freeman more, America, to thee!

Let then the American who distrusts the excellence of our political institutions, whose heart trembles not at the thought of a change—let him go to Europe—let him look at distressed and convulsed England—let him cross to distracted and unhappy France—let him penetrate, still farther, into the regions of tyranny, and look on gagged Italy, and on bleeding Poland—let him but breathe a few months the atmosphere of despotism—and he will hurry home, blessing God that his lines have fallen in pleasant places.

In the mean time of all that is dear, and all that is patriotic, by the toils and blood of our fathers, by the sacred interests of unborn generations, we conjure all Americans to beware how they allow the sanctuary of our political institutions to be polluted by unholy hands. We are of no party, we have no interest at stake on any question: but we love our country beyond any earthly love: we tremble at the slightest peril which threatens it; and we shudder to think that artful and unprincipled men may so far act on the honest prejudices and feelings of the ma-

* * * * * The sunset of life lends it mystical lore,
And coming events cast their shadows before. —Campbell.

ny, as to induce them to sanction measures which are fatal to the purity of our institutions.

That there are such men, in every party, and that they too are party leaders, we feel a melancholy certainty; men, who for the accomplishment of a party, or personal design, would not stick at periling the palladium of our liberties, and jeopardizing the reputation or the interests of our country; and we hardly know how to put down that vengeful feeling, which would prompt us to instant and violent action. We hold such persons in greater horror than the robber or the murderer; and if there are beings who would be lightly punished by a long life of scorn and misery, and an eternity of torment, it is those who knowingly and wittingly endanger their country, to advance their own ends.

The CHOLERA, we are sorry to learn, has manifested itself somewhat more decidedly at Boston.

In Philadelphia it has entirely disappeared.

At Washington and Baltimore it is still malignant, though apparently declining in the latter city.

In this city it exists with some malignancy in the northern part, towards Greenwich, but in the chief business-part of the town, and around the great avenue of Pearl street, Bowery, Broadway, the greater parts of Greenwich street, and in the streets parallel to, and crossing these, there is little or no trace of the disease. We are the more particular in making this statement, from having witnessed ourselves within a few days, the evil effect of the rumors spread in the country, respecting cholera in New-York.

We feel assured, and therefore do not hesitate to assure others, that to prudent and temperate people, the danger of coming to New-York is not worth a second thought.

The editor of the Detroit Journal, who through the politeness of Governor Cass has had access to the last despatches from "the seat of war," furnishes some information upon Indian matters which give a new complexion to the affairs which have lately transpired upon the frontier, and tend to show that hostilities in the first instance were precipitated, if not commenced, by the whites.

Na Popo, the principal war chief of Black Hawk's band, in his examination, says—"The last summer he went to Malden; when he came back, he found that, by the treaty with Gen. Gaines, the Sacs had moved across the Mississippi: he remained during the winter with the Prophet, on Rock river, 35 miles above the mouth. During the winter the Prophet sent him across the Mississippi to Black Hawk, with a message, telling him and his band to cross back to his village and make corn. That if the Americans came and told them to move again, they would shake hands with them—if the Americans had come and told us to move, we should have shaken hands, and immediately have moved peaceably. We encamped on Sycamore creek,—we met some Pottawatomies, and I made a feast for them. At that time I heard there were some Americans near us (Stillman's). I prepared a white flag to go and see them, and sent two or three young men on a hill to see what they were doing. Before the feast was finished, I heard my young men were killed; this was at sunset. Some of my young men ran out; two were killed, and the Americans were soon rushing on to our camp. My young men fired a few guns, and the Americans ran off, and my young men chased them about six miles." Na Popo goes on to state that the Pottawatomies of the village immediately left them, and that no Kickapoos joined them but those who were originally with Black Hawk; but the Winnebagoes did, and brought in scalps, frequently—that, at last, when they found the Sacs would be beaten, they turned against them.

Na-ni-sa, a Sac woman, aged 25, sister of a head warrior, stated that, in the hottest of the fight on the 2nd August, she kept her infant close in her blanket by the force of her teeth,—seized a horse's tail, and got across the Mississippi, where they were afterwards attacked by the Sioux. She ran off, but during the firing, she heard some of those who fired halloo—"I'm a Winnebago."

The persons examined say that, when the boat appeared in the Mississippi, Black Hawk told the women and children he tied it to,—that he would surrender to save them. He got a white flag and halloed to the boat twice. The boat, however, fired on them twice, when Black Hawk told the men to fire too.

The AMERICAN POLISH COMMITTEE having at length terminated its trust, its members have rendered an account to their fellow citizens of the original organization, and proceedings of the committee. This document, which we publish below, will prove very satisfactory to their fellow citizens generally, from the evidence it affords of the labors of the committee having been conducted with judgment and spirit. In addition to a copy of this address, we have also received an original letter from Gen. Lafayette to Mr. Cooper upon the same subject, which is also given. Our readers will peruse with delight this cordial approval of the venerable Philanthropist of what "his fellow citizens" have done for the assistance of the Poles. There is something quite touching in what the committee mentions of the destitute exiles refusing the proffered aid, and struggling as long as possible in a foreign land to maintain themselves. Many instances of this kind will doubtless shortly occur upon our shores as the expatriated soldiers gradually arrive here from abroad. Why would it not be well then at once to organize a Polish Committee here, to whom the emigrants can at once look for counsel, if not for relief? Those who have not means, without some aid, must continue destitute; and those who have, without the advice and guidance of others, are likely to squander their slender resources in vain attempts to seek employment. An association of intelligent and philanthropic individuals in this city, might, with small means, do much in such cases to alleviate the condition of the exiles. It would have a salutary effect, too, in putting down the vile impostors, who, like those which were taken up in New England in the spring, sponge upon the benevolent, and make the claims of the suffering Poles unpopular throughout the country. We trust that some of our leading citizens will take up the subject with spirit, and at once. The time which has elapsed since the Polish cause was broken, while it is sufficient to exhaust the finances of the majority, who succeeded in carrying off a few valuables from their homes, is, unfortunately for those who would appeal to our sympathies, sufficient also for those sympathies to become in a measure chilled by time, or turned into other channels. Let the influential then exert themselves; and if the theme of Polish wrongs and Polish calamity be indeed too hacknied for eloquence to kindle compassion into liberality, let the appeal which would be thrown away upon our feelings as individuals, be made to our reason as men and to our character as Americans.

La Grange, July 28th, 1832.

MY DEAR SIR,—The Address from our American Polish Committee to the people of the United States, and the special communication to the fellow-citizens who have bestowed their confidence upon us, could not but meet my cordial approbation and sympathy. Conscious as we are to have done for the best in the execution of their philanthropic intentions, it must be also an object of patriotic gratification to think that their donations, at the same time they have relieved misfortunes highly interesting, have done great and extensive credit to the American character. For this happy result I shall take every opportunity to say, that we are chiefly owing to the manner in which Dr. Howe has acquitted himself of the mission entrusted to his care. While we are to thank him for the correctness of his conduct, and the enlightened zeal of his exertions, we find in those circumstances, and the other proceedings of the Committee, in concert with me, new motives to be proud of the part acted by the American donors, and to cherish the hope of a continued interest of the people of the United States, in behalf of heroic Poland, and her exiled sons, whenever occasion offers for its emancipation.

I am happy in this opportunity to offer my personal acknowledgments to the Chairman, Secretary

and members of the Committee, who will ever find in me a grateful, affectionate fellow-citizen and friend.

[The Address referred to above is too long for insertion entire—the following extracts embrace all that is material.]

The moment of terminating its trust having arrived, the American Polish Committee believe itself bound to render an account of its organization and proceedings to that portion of their fellow-citizens whose liberality was the cause of its existence.

The manner in which the contributions for the succor of the Poles were made is generally known. The money was remitted to General Lafayette, with a request that he would see it handed over to the Polish treasury, in the event of its being received in time to be of aid in the struggle, and with an understanding that it was to be applied to the relief of the sufferers, should it be too late for the principal object. The first remittance having arrived in France after the fall of Warsaw, the money was necessarily devoted to its second destination. Had it reached him earlier, the task of General Lafayette would have been limited to paying it over, and of receiving, in return vouchers which he would have been able to show to all interested. But, under the circumstances, he found himself possessed of considerable sums, without any direct responsibility, and, we may add, charged with duties of a laborious and delicate character, which his other employments would scarcely permit him to perform with sufficient fidelity. With his usual tact and judgment, he decided to appeal to the Americans at Paris for assistance.

The American Polish Committee was formed in obedience to the written requisition of General Lafayette. The Committee assumed the office of keeping the accounts, of investigating the merits of applicants for relief, of deciding on their reception or rejection, and of doing all other things properly connected with the faithful discharge of a trust so sacred. As the members of the Committee felt, however, that they were unauthorized to act by those who had furnished the contributions, the resolutions of organization were so framed as to contain a clause which rendered it necessary to the validity of their acts to refer all their decisions to General Lafayette. Although the accounts were kept by the Committee through their Secretary, the money itself was deposited to the credit of General Lafayette, and was only drawn for use by his drafts. The Committee deems these explanations necessary to its own vindication, in assuming powers with which it was not more regularly invested.

Dr. Samuel G. Howe, of Massachusetts, having been especially named in communications from America as commissioner to act in behalf of some of the contributors, and having been particularly designated in the requisitions of General Lafayette as one whom he would wish to see on the Committee, was appointed its Chairman.

Several weeks elapsed after the regular organization of the Committee without an application for relief. This unexpected forbearance on the part of the emigrants is to be ascribed to several causes—few reached Paris, with the exception of those who were in the possession of more or less means. The sympathies of the French were powerfully awakened, and the disposal of their succor, which was of magnificent amount, admitted of a more regular and continued system than it was believed would comport with the delicacy that strangers in the country were bound to observe; and we should do great injustice to the noble-minded men who are the victims of the unsuccessful effort to gain the independence of Poland, did we not add, that in several instances our offers were declined, gratefully it is true, but with a proud reliance on their personal efforts for support. At this moment, when we were periodically assembling without being able to effect much in behalf of those for whom the succor had been intended; it became apparent that it was the policy of the States adjoining Poland to force the refugees back into the power of their enemies. In addition to this, which of itself made a strong appeal to the sympathies of every just mind, we had reason to think, that while our money was useless at Paris, it might relieve many brave men at a distance, who were actually suffering for the necessities of life. In this view of the case, it was decided to remit a portion of our funds to Germany.

It was an important consideration to find a suitable Agent. Luckily, our chairman was about to visit the north, in furtherance of the views which had brought him to Europe. He accepted the trust, with a condition, that he was not bound to proceed further than was consistent with his other duties. With this understanding, a large portion of our

funds were placed in his hands, and he left Paris clothed with this charitable mission in the month of January. A part of the money confided to Dr. Howe was distributed by that gentleman himself to different Poles, and the remainder was left with confidential persons to be applied as he had directed. We are grieved to be compelled to say, that while he was thus employed, Dr. Howe, who it was understood, acted with the entire approbation of the Prussian local authorities, was peremptorily commanded to leave the part of Prussia where the Poles were quartered. He instantly obeyed, taking the road to Berlin. Here, it would appear, he was arrested, shut up in prison, and cut off from all communication with his countrymen.

At the end of nearly a month, he was sent through the intermediate States of Germany to France, being escorted the whole distance by Prussian Gen d'Armes.

We understand that an official statement of the facts is made to the administration at home, and we trust that the moment has at length arrived when an American who commits no fault, may travel through the civilized world confident of the protection of his country, and that the time is near when no better passport may need be required, than that he is a member of a community as ready to resent as to repair a wrong. Our own opinion of the course of Dr. Howe is favorable. We see in his journey to the capital of Prussia, after he was ordered to quit Elbing, the confidence of innocence, and in his demands for a trial, we not only recognize the same reliance on himself, but the spirit of a man who has been educated in a profound respect for the law. We have especially voted him our thanks for his services which have been marked by singular disinterestedness, and our sympathies for his sufferings, and we deem it just that the fact should be generally known.

In addition to the money sent to Germany by Dr. Howe, we found means at a later day, to relieve many excellent and brave men, and in several instances entire families, that were suffering under the effects of the downfall of Poland. A few have been assisted in their wish to go to America, and otherwise the best disposition has been made of the funds that the circumstances and our judgment would allow.

In taking leave of the public, we cannot refrain from urging every one of our fellow citizens to remember, that when an emigrant Pole presents himself at his door, his hospitality and friendship are asked in behalf of a man that is the victim of a noble patriotism, whose efforts have been defeated more from the heartless calculations and policy in third parties, than by the valor of his enemies.

Paris, June 30, 1832.

J. FENIMORE COOPER, Chairman ad in;

Every one must have remarked how phlegmatic, as contrasted with former manifestations of sympathies, the late appeal of the Poles to this country was received. The Journal of Commerce in noticing the address of the American Polish Committee very properly rebukes this indifference as follows:

We regret, and are almost ashamed, that those contributions were so small, and still more, that when a thrilling Appeal has been made to the people of the United States by the Poles themselves, soliciting the hospitality of our country, it is received with such apparent coldness by many, as if to show to Poland and the world that our once noisy sympathies in their behalf were more professions and hypocrisy. There are however some exceptions to this remark; here and there a paper has seemed to kindle with the spirit of 1829-30 on reading the Appeal, and has responded to it in a manner worthy of Americans and of freemen. Hear the Baltimore American:

"Give to the exiled Poles a home upon the frontier. Let them live together, on lands given to them by American gratitude, under their own institutions, and in due time, let them become a member of the Confederacy—thus preserving their cherished nationality, while they become identified with us in our glorious Union. The gift would be worthy of both people,—a just token of the sympathies of noble minds, and an argument for Freedom and for Constitutions, powerful enough to dismay the Tyrants of Europe and to inspire the nations in their resistance to oppression." To the United States it would give a hardy, warlike, industrious, and grateful population, full of the spirit of independence, and an impregnable defence to the frontier in case of war, or hostile incursions of any kind. The suggestion seems to us worthy of the attention of our Legislature.

SUMMARY.

APPROPRIATIONS AT THE LAST SESSION OF CONGRESS.
—The following Schedule shows the amount of appropriations at the last Session of Congress, and objects for which they were granted:

Civil list for 1832	\$2,717,368	18
Military service, 1832	3,734,666	
Fortifications, 1832	653,000	
Pensions, 1832	1,155,543	
Naval service, 1832	3,926,209	80
Indian department, Indian treaties, annuities, &c., 1832	1,251,722	38
Internal improvements, 1832	1,282,586	43
Public grounds, buildings, &c., 1832	122,852	
Miscellaneous items	1,633,736	06
Private claims	179,986	04

Amount of definite appropriations made during the first session of the twenty-second Congress \$16,657,669 89

THE SHIP ROSCON, named after the illustrious merchant-scholar of Liverpool, will sail on her first voyage on Saturday next, as one of the Liverpool packets, in the line of Fish, Grinnell & Co. A more costly and magnificent ship has seldom left our port. She has been built under the immediate inspection of her commander, Captain James Rogers, long and favorably known as one of the first nautical men. Her burthen is about 630 tons. She is finished and fitted from stem to stern, in a manner that does great credit to the skill of her builders and the judgment of those who had superintended her. Her cabin is fitted up with great taste and beauty; the most costly woods, such as satin, rose, bird's eye, mahogany, and every other description which could ornament, have been worked up. Her state rooms will accommodate about thirty passengers in a style of comfort equal to that of our most fashionable hotels. —[Daily Adv.]

We are informed, that yesterday, while the ship **Washington**, from Liverpool, was coming up the lower bay, in tow of the steamboat **Hercules**, the revenue cutter wishing to board her, threw out her launch for that purpose, but the ship not heaving to, the officer did not succeed in the attempt. The cutter then fired three blank cartridges in the direction of the ship, but she showed no disposition to slacken her speed. The cutter then fired a shot from her long pivot gun, which cut away the ship's fore sheet and shot the hat off of a steerage passenger, but fortunately no person was injured. The ship then heaved to, and hostilities terminated. —[Mercantile.]

Emigrants.—Up to the first of August, a fraction over 33,000 emigrants arrived at this port from Europe this season—by this time, the number is increased to above 40,000!!—Rather more than this number have reached this season, Quebec and Montreal, many of whom find their way into the United States. If we add to the above the emigrants that have arrived at Baltimore and Philadelphia, and those which will yet arrive before the winter season, it will be found that not much less than 200,000 persons have been added to our population the present season. —[Gazette.]

LIVERPOOL, (N. S.) Aug. 16.—On Sunday morning last, about seven o'clock, the 12th inst., many of our inhabitants felt a slight shock of an earthquake. I have since been informed that it was more severely felt at Shelburne, shaking down the plastering in some of their buildings.

Every day's account tends to prove that the Cholera is on its steady march, and that no place, however remote from populous cities, is exempt from the common scourge. We find by the Baltimore papers, that the cholera has appeared on the highest mountains in the State, and that in one day, there were seven deaths of the disease at Harper's Ferry.

Suicide.—A black fellow (says the Philadelphia Enquirer) named John Ayres, a convict in the Eastern Penitentiary, committed suicide by hanging himself, on Wednesday morning last. He effected his purpose by tying a band of cotton yarn around his throat, attaching it to one of the bars of the door, and then drawing up his feet until dead. He was confined for the murder of the overseer of the almshouse of Montgomery county, committed in a fit of supposed insanity.

Casualty.—John Borders, a person employed in cleaning wells in this place lost his life on Tuesday morning last, by descending into a well charged with foul air. On reaching the bottom, he called out to be drawn up, which the only man in the vicinity immediately attempted as fast he could; but before Mr. Borders reached the top, he fainted, and

falling a distance of 25 feet, was instantly killed. —[Zanesville (Ohio) Republican.]

Ice is scarce in New Orleans. The people are alarmed about it, as they know not how soon the cholera or yellow fever may visit them, in both which diseases ice is sometimes useful. The business of providing it being a sort of monopoly in the hands of one house, neglect, or want of foresight, or too great anxiety not to have a supply beyond the demand, is naturally imputed to them. A public meeting was to be held on the subject, Aug 25th.

Murder.—Two persons were playing cards in a barn, in Middletown, Dauphin county, on Saturday, when they quarrelled and fought concerning the stake, 12 1/2 cts., and one killed the other. The offender has been secured and lodged in the Harrisburgh jail. An inquest was held over the body of the deceased, whose name was Joseph Sandford, and a verdict of murder returned against the survivor.

A Tragical Affair happened at Manchester, (Mass.) on Wednesday week. Mr. Paul Stantley, bricklayer, put an end to his life in the following manner. He procured a gun, destitute of a lock, secured the breach to the foot of a tree, by placing stones on it, the muzzle was raised on a crotch about one foot—he then took off his coat and vest, seated himself on a board below the gun, struck fire with tinder, lighted a match he had placed in the end of a stick, and touched the priming, when the charge went off, one ball passing through his heart and the other lodged in his side, killed him instantly. He was a native of Beverly, and has lived in Manchester about five years. For a year past he has been intemperate and lived very unhappy in his family. He was 38 years of age, and has left a wife and seven children. —[Salem Reg.]

The Lost Found.—The Mauch Chunk Courier has this paragraph:—"We published a notice a short time since, of Mrs. Margaret Smith, having left her residence near Lehigh, in a drugged state of mind. It was supposed from a report, that she had wandered into Schuylkill county; but this proved not to be the case, as she was found on Monday last, in the woods, about two miles from her own dwelling, where, from all appearances, she had remained during the whole of her absence, a period of forty-one days and nights, subsisting entirely upon berries, and sleeping upon the ground, exposed to all weather and almost in a state of nudity. When found, she was lying on the ground asleep. On being awoke and interrogated as to her mode of subsistence and reasons for not coming home, she said she had lived upon whortleberries and blackberries—had got sick, but intended to return home as soon as she recovered. She was very much emaciated, and too weak to walk home, but manifested no unwillingness to return with her husband and children in the carriage which they had provided for her conveyance."

WHEELING (Va.) Sept. 1.—**Emigration.**—The current of emigration through this place has never, within our knowledge, equaled that of the present season. Within the last three or four months, not a week has elapsed without the arrival of many wagons from the east, loaded with emigrants, and their effects. They are principally from Germany. Our landlord, of whom we inquired, informs us that not less than 2,000 had already put up at his house. Many of the Germans cross the river at this place, but by far the greater part descend it, for Cincinnati, Indiana and Illinois. —[Gazette.]

UNPRECEDENTED SPEED.—The new steamboat Patrick Henry, built in Baltimore to run between Norfolk and Richmond, is now in the line and performed the distance (145 miles) on Tuesday last, in seven hours and 43 minutes, after the stoppages were deducted. —[Nat. Gaz.]

Fatal Accident.—On the 22d ult. a workman in J. Danforth's iron works, at Windsor Locks, Conn., named Orrin Parsons, lost his life in the following sudden and melancholy manner. He had been employed at one of the grindstones, when having occasion to leave for a short time, he imprudently, and contrary to the usual practice, left the stone going at full speed. On his return it had acquired such velocity as to cause it to fly to pieces, one of which weighed about 200 weight, struck the unfortunate man on the side of the head, and instantly deprived him of life—taking off a great part of the skull, and mangling his head in a frightful manner. He was 39 years of age, and has left a wife and five children.

Yesterday, as Mr. John Jones, grocer at the corner of Essex and Division streets, was passing through Water street, riding upon a cart loaded with bags of feed and driven by his son, the horse became unruly,

and in attempting to take the reins from his son, a bag slipped, and he fell before the wheel, which immediately passed over his body, and injured him so seriously, that he died in about two hours. Mr. Jones was carried into the house No 13 Front street, and medical assistance obtained. His wife was also sent for, and arrived a short time before his death. He possessed his reason fully, and conversed with her as long as he could speak. The scene was interesting and affecting.

The Turf.—The celebrated race-horse **Durand**, who last fall challenged any horse in Canada for £400, has arrived at the St. Pierre Race Course from Upper Canada. **Sleepy John**, and several other horses, are also in training, to run at the ensuing races, which take place on Tuesday, Wednesday, and Friday of the ensuing week. —[Montreal Gas.]

Suicide for Love.—At Taunton, (Mass.) last week, an inquest was held on the body of a young woman named Mary Ann Chilcott. It appeared that she had been ardently attached to a young man named Hutchins, who was found drowned in the river a few weeks ago. Since then, she had been in a state of despondency, and was very anxious to learn the exact spot of the river in which the body of her lover was found, and frequently spoke of her wish to die, and determined not to live, in a wandering manner. On Wednesday evening her body was discovered floating in the river near the spot where Hutchins was found drowned; and though she was seen to move when first observed by an old woman, who gave an alarm, before she could be got out, life was extinct. Her bonnet was hanging on a gate near the spot, her shawl and shoes and a religious tract, lay on the ground. A Coroner's Inquest was held on the body, and returned a verdict—Temporary Derangement: She was buried at the expense of the father of her unhappy lover, and laid in the same grave. A large concourse of persons attended the funeral, and evinced much feeling for the unfortunate lovers.

The Lafourche Gazette remarks that there is a great improvement in the looks of the cane in that district, and that from all they can learn, there will be double the quantity of sugar made in Louisiana this year, compared to the last.

Real Estate in Philadelphia.—The store No. 211 Market street, 18 feet front by 110 deep, subject to a ground rent of \$48, was sold on Wednesday evening, at the Merchants' Coffee House, by T. W. L. Freeman, Auctioneer, for \$18,200.

On Friday week, near Springfield, Clark county, Ohio, a bold attempt, by six men, to rob a U. S. Mail Coach, was baffled by the courage and readiness of the driver, whose name we should not omit if our informant had ascertained it; two of the assailants seized the leaders by their heads, while their comrades threatened the driver. He whipped up, and his horses, as resolute as himself, galloped on and shook off the robbers.

The Virginia Times mentions the following fact:—"Since the Georgetown College, in the District of Columbia first went into operation, the number of students up to this period, has been ten thousand out of which not one single instance of death has ever occurred at the college. We doubt whether a similar instance of health is to be met with any where in America."

Washington Irving arrived in this place on Monday last. He was accompanied by Mr. Ellsworth, agent of the U. S. Government to settle the difficulties which exist among some of the Indians west of the Mississippi, and Mr. Latrobe of the Engineer department. They left the same day for the rocky mountains. —[Cleveland (Ohio) Herald.]

Riot.—We learn from the Utica Observer, that an attempt was made last Saturday by some deluded Irishmen, to mob the Nurses and Physicians of the Cholera Hospital in that place.

A half dozen or more, made a forcible entrance into the Hospital, when an alarm was given and before any damage was done, the Watchmen and police officers arrived, and the mob dispersed. It seems a few of these Irishmen had become possessed of an idea that their countrymen were not fairly dealt by when carried to the hospital, and very foolishly thought to remedy the supposed fault by closing it. The prompt interference of the Mayor and police officers prevented any serious damage, and we learn that several of the ring leaders have been arrested for this high-handed measure, and bound over to take their trial at the next court.

The Augusta Chronicle speaks discouragingly of the crops in Georgia, and states that numerous large fields of cotton and corn have been abandoned.

The Washington Globe contains an official note from Lord Palmerston to Mr. Vail, United States' Chargé d'Affaires to Great Britain, from which it appears that shingles are included in the description of lumber which may be imported in the Islands of Barbadoes, St. Vincent, and St. Lucia, free of duty until the month of March next.

Appointments by the President.—William Tudor Tucker, to be Consular Commercial Agent of the United States at the Island of Bermuda, vice William R. Higginbotham, deceased.

Doctor Felix Roberts, of Nashville, Tenn. to be a Commissioner to hold Treaties with the Indian tribes west of the Mississippi, in place of Governor Carroll, who declined the appointment.

Capture of a Mexican schooner of war by the United States schr. Grampus.—The New Orleans Courier of the 27th ult. states that the U. S. schr. Grampus, Josiah Tutnall, Esq., commander, was at anchor outside the Bar, from a cruise of six months on the Mexican coast, with \$300,000 in specie on board. The Grampus captured on the 16th August the Mexican schr. of war Montezuma, Capt. Pedro Villeneal, for committing an act of piracy on the schr. William A. Turner, 47 days of and from New York, for Matamoros. The officers and crew of the Montezuma (eighty in number, including a company of soldiers) are in irons on board the Grampus; and the prize is ordered into a port in the United States.

The commencement at Bowdoin College took place on Wednesday last. The number of graduates was 27. The oration delivered by Mr. Johnson, and the poem by Mr. Longfellow, before the Phi Beta Kappa Society on Thursday, are spoken of in terms of commendation.

Williams College.—The annual commencement of this institution was held on the 5th instant. The degree of A. B. was conferred on 18 young gentlemen; that of A. M. in course on 4, and honorary on 2; that of M. D. in course on 7, and honorary on 4. "At the close of the regular exercises of the morning, an address before the Alumni was delivered by Prof. C. Dewey, of Pittsfield, Mass. Of this address, says the Albany Argus, we cannot speak in too enthusiastic terms." Hereafter the annual commencement is to be held on the 3d Wednesday in August, instead of the 1st Wednesday in September. From the Triennial Catalogue which has been sent us by a friend, it appears that the whole number of graduates from the origin of the Institution to the present time, is 1137, of whom 958 are still living. Clergymen 299, of whom 248 are still living. Physicians 214, of whom 210 are still living.

The Rev. John Croes has been elected Rector of Christ Church, New Brunswick, N. J., which had been rendered vacant by the death of his father, Bishop Croes, who had held the Rectorship more than thirty years. Mr. Croes has accepted the invitation.

The National Gazette states, that on Friday, "Samuel Jordon, Esq., Cashier of the Branch Bank at New Orleans, was unanimously elected Cashier of the Bank of the United States. This gentleman is eminently qualified for the station. A better choice could not have been made."

Sporting Intelligence.—By a letter recently received in this city, says the Charleston Post, from a friend in Columbia, information is given that Col. W. R. Johnson has accepted the challenge offered by Col. Richardson of this State, to run Bertrand, jr. and Little Venus, against Bonnets of Blue and Andrew, four mile heats, for \$5,000 a side, each match. The contest takes place over the Washington Course on the Monday and Tuesday preceding the next regular Charleston Races.

The celebrated trotting horse Bull Calf was sold this morning, at the auction store of W. L. Freeman for \$275. [Philadelphia Gazette.]

The Cincinnati Advertiser of the 3d inst. says:—"When the play was about half over on Saturday night, Mr. Caldwell came forth, and announced that our distinguished countryman, Washington Irving, had just arrived in our city, and was then in the Theatre. This pleasing information was greeted with the most enthusiastic applause by the audience, a happy earnest of the welcome which Mr. Irving will receive from the citizens of the West. He is thrice welcome."

The Robbers Taken.—Thomas Sperry, who in May last absconded from London, taking with him \$0000. of the funds of a Banking house in which he had been a confidential clerk, together with his accomplices, Lankester and Cull, who had shared

equally with him the avails of the robbery, have been overtaken and forced to disgorge their spoils. They arrived at Staten Island in July, and had made good their retreat into the interior as far as Jordon, Onondago county, to which place they were traced with difficulty by the agents sent in pursuit, and there arrested on civil process. Sperry was first taken and immediately gave up his share of the money, but was suffered to retain \$500 on condition of pointing out his associates, who by this means were also arrested. About \$11,000 were recovered, and the rogues discharged, under the impression that the laws of this State do not authorize criminal process in such cases. [Courier & Enquirer.]

Shocking Accident.—A New Orleans paper of the 22d ult. has the following:—"On Monday night, about 9 o'clock, two children were accidentally burnt to death. It appears that the mother of the poor children left them in bed, and stepped out of the room, leaving a candle near the mosquito-bar; on returning, the accident was discovered, and the children immediately taken from their perilous situation. At first, it appeared that the youngest child was not much burnt, and hopes were entertained of its recovery—but yesterday morning found both of them dead."

Shocking Accident.—On Thursday afternoon last, as one of the workmen employed in the West Point Foundry in Beach street, was passing through one of the shops, where a belt happened to be thrown off the pulley, he incautiously set his foot on it, which tightened it on the drum, and the double caught him and drew him up between the drum and the floor several times before the steam engine could be stopped, which tore his body in so shocking a manner that he breathed only a few minutes. His name was Thomas Marcus, aged about 50 years, a native of England. He had been only three months in this country.

Melancholy Accident.—As Mr. Samuel P. Baldwin was adjusting the apparatus connected with a windlass, in the third story of a store in Merchants Row, yesterday afternoon about 4 o'clock, he accidentally fell, and was so much bruised that he died in about an hour afterwards. He was about 22 years of age. What renders this bereavement peculiarly distressing to his afflicted relatives is, that it is but about a fortnight since they paid the last tribute of respect to his father, Mr. Luke Baldwin. [Boston Courier.]

Brown University.—The annual commencement was held on Wednesday last. The degree of A. B. was conferred on 22 young gentlemen.

The honorary degree of Doctor in Divinity, was conferred on the Rev. Charles P. McIlvaine, of Brooklyn, N. Y.; and on the Rev. Thomas Steffe Criepe, A. M. of Glasgow University, and the President of the Theological Academy, Bristol, Eng.

The commencement was attended by fewer strangers than usual, but the exercises are spoken of as respectable.

The legislature of Tennessee met on Monday last. The principal business before them is the election of a member of the United States Senate, and the apportionment of the state into Congressional districts.

We are sorry to hear of the death of Commodore Charles B. Thompson, at the Hot Springs, in Virginia. He had been in ill health for a long time, having brought his disease with him, several months ago, from the Pacific, where he was in command of the U. S. squadron for two or three years. [National Intelligencer.]

We learn that a malignant disease exists among cattle in the neighborhood of Kipp's Bay. Nine cows have died from one farm. One of these had been examined, and a large quantity of blood found upon the heart, the stagnation of which appeared to have caused death. [Jour. of Com.]

St. John's, N. B. Aug. 25.—The brig Heber, Agro, 63 days from Belfast, arrived at quarantine on Monday. The report of the health officer states, that she had 169 passengers when she sailed, 17 of whom, according to the captain's account, died of want during the passage, and one of small pox. "Nothing can exceed the misery of these people—not only their own stock of provisions, but that of the vessel is completely exhausted, and the major part of them, when they arrived, had not tasted a mouthful for two days—they are wallowing in filth and present a sad spectacle."

Melancholy Accident.—The Newburyport Herald states, that on Wednesday morning, a company of persons started in two wharries from that town, to visit Plum Island, on an excursion of pleasure. On

board one of the boats were Mr. Isaac G. Noyes, and Mr. John Hardy, with nine females. When about a half mile distant from Plum Island Bridge, in the "Gut," the sail jibbing suddenly, the wherry was capsized. Five of the passengers clung to the boat, the rest were left floating on the surface. The other boat, directed by Mr. John Thurlie, was immediately put on shore near by; and he having landed his companions, returned to the rescue of the persons exposed. He was however too late to save them all; a child of Mr. Noyes, named Elizabeth, aged 3 years, and Elizabeth, daughter of Capt. Joseph L. Colby, aged 16, being drowned.

Drowned, in the Canal Basin, in Buffalo, Mr. Charles Catlin. The deceased left his boarding-house on Thursday evening before last, undiscovered by any person, and on Sunday his body was found in the water. No evidence has been elicited of the immediate cause of his death.

Mammoth Lemon.—We were yesterday shown a lemon, which grew in Medford, Mass. and surpassed in size any that we have ever seen. Its least circumference was eleven inches and a half; its length upwards of five inches; and it weighed fifteen and a half ounces avoirdupois! [Exeter News Letter.]

[From the Commercial Advertiser.]

DESTRUCTIVE FIRE.—Between 7 and 8 o'clock this morning, a fire broke out in the bakery of J. H. Fredericks, in the rear of No. 86 Vandam street, which burned with great fury, that in about one hour, twenty buildings were reduced to a heap of ruins. The particulars, so far as we have been enabled to collect them, are as follows:

On Vandam Street.—No. 86, occupied by J. H. Fredericks, baker. Bakehouse destroyed, the dwelling of Mr. F. fronting the street, was but slightly injured.

No. 84. Two story frame house, occupied by Isaac Reed and Mrs. Mary Scott, slightly injured.

No. 82. Two story frame house, occupied by Mrs. Blackney, rear, damaged.

No. 80. Two story frame house, occupied by O. Wade and James Swift, and owned by B. P. Melick, Esq., destroyed.

On Hudson Street.—No. 239, two story brick building, occupied as a grocery and dwelling by B. Melick, and owned by B. P. Melick, Esq., slightly injured.

No. 237. Two story frame house, occupied below by Mr. Scott, as a chair factory, and the upper part by some families; this building destroyed. This was owned by Mr. Melick.

No. 235. Two story frame house; chair factory of T. J. Blanc, below; families above; burnt down; owned by Mr. Melick.

No. 233. Two story frame house; chair factory of Mr. Halsey, below; families above—burnt down—owned by Mr. Melick.

No. 231. Two story frame house; umbrella store of Burger & Shaw; families above—owned by Mr. Gilbert—burnt down.

No. 229. Two story frame house, occupied by Mr. T. P. Laws as a shoe store, and Mr. Perkins, confectioner; dwellings above—burnt down.

No. 227. Two story frame house, occupied by T. H. Chalmers, grocery and dwelling—burnt down.

On Spring-street.—No. 265. Two story frame house, occupied by Mary Concklin, and owned by Mr. James Gilbert—burnt down.

No. 267. Two story frame house, occupied by Mr. Stets, baker, and owned by Mr. J. G. Martin—burnt down. This property was insured.

No. 269. Two story frame house, occupied by Amos Gore, and owned by J. G. Martin—destroyed; insured.

No. 271. Two story frame house, occupied by Peter Demarest, chairmaker, and owned by Mr. Lewis—destroyed.

No. 273. Two story frame house, occupied by Mrs. Paterson, grocer, and owned by Mr. Lawton; destroyed.

No. 275. Two story house, occupied by Spear & Robertson, as a shoe store, and owned by A. J. Spear; rear much damaged.

No. 277. Two story house, occupied by Mr. Sholder as a basket store; rear much damaged.

Fire.—On Saturday evening about 10 o'clock, the house 64 James street, occupied as a dwelling house and bake-shop by Mr. Reeve, was discovered to be on fire. By the prompt arrival of the firemen it was got under with but little damage. About 12 o'clock, same night, another alarm was given, which proved to proceed from the same building, and before it was extinguished, destroyed the interior with all its contents. It is supposed to have been the act of an incendiary.

FOREIGN INTELLIGENCE.

TWO DAYS LATER FROM ENGLAND.—The Saturday Evening Transcript, from Boston, says:—We are indebted to Messrs. Topliff for the loan of the Falmouth Packet of the 4th of August, received by the Lady Ogle, from Halifax, bringing the Falmouth mail. It contains London dates to half past seven o'clock (evening) of the 2d.

Accounts from Frankfort state that a report prevailed there that the Austrian government had discovered, through their diplomatic agents, that there was a private understanding between Prussia and Russia, to take away the preponderance she has in Germany, and that Prussia wants to have the Presidency of the German Diet.

There is no fresh news from Dom Pedro. According to the last accounts he was on his march to Coimbra.

The German papers state that Mahomet Ali is to be crowned King of Egypt by the Sheriff of Mecca, in his quality of Prince of the Religion of Mahomet.

Several regiments and reserve companies have received orders to hold themselves in readiness to proceed to Ireland forthwith.

The representatives of the five powers met on the 31st of July, to consider the treaty proposed by the King of Holland. It was modified and signed, and Sir Robert Adair was desired by Lord Palmerston to impress on the mind of King Leopold the urgency of his adherence to this last protocol, in which the Dutch treaty, with certain modifications, is recognized and adopted by the Conference.

The boundaries of Greece are likely to be settled with Turkey, to the satisfaction of Greece and the Allies.

Admiral Lord Gambier has received from the King a Field Marshal's baton, as Admiral of the Fleet.

[From the Guardian and Public Ledger.]

Monsieur de Chateaubriand is on the point of quitting Paris for Switzerland. He seems disgusted with everything and everybody here, and it must be confessed that the treatment he has lately received was enough to make him so. He is more particularly incensed against M. de Montalivet, the Minister of the Interior, to whom he had made confidential communications, relative to the Duchess de Berri, precisely because he was anxious not to be implicated in her affairs, and who treacherously availed himself of these confidential communications, to order that he should be arrested and examined, under pretext that he (M. de Chateaubriand) was co-operating with the Duchess.

Geoffroy, the young painter who was condemned to death by one of the Military Courts Martial in June, and who made so successful an appeal to the Court de Cassation, was tried on the 31st July in the regular way at the Assizes. He was found guilty on a minor count only, and the Court sentenced him to ten years' hard labor in one of the bagnios. The Jury expressed their astonishment at the nature of the sentence, and declared that they had returned the verdict under the full impression that a political offence was not punishable in the same way as highway robbery.

The terms of the Convention to the sovereignty of Greece, between the King of the French, and the Emperor of all the Russians, on the one part, and the King of Bavaria on the other, signed at London May 7, 1832, as presented to both Houses of Parliament, by command of his Majesty, are published in full. We have no room to day for the articles, which it is supposed will adjust the boundaries both to the satisfaction of Greece and Turkey.

BRITISH PARLIAMENT.—In the House of Commons on the 2d of August, the amendments of the Lords to the Irish Reform Bill, were taken up as the order of the day. Mr. Stanley, in moving it, said:

The amendments were four in number, and to two of them he believed no member of the House would object. The first had reference to the clergy, who it was provided, should register the same as 50l. freeholders. The second provided that the chairman of the county of Dublin should be permitted to register freeholders by deputy: he allowing to such deputy a certain portion of remuneration. The third amendment had reference to the right of freeholders who became possessed of their freeholds since the 30th of March, 1831, to qualify.

It was declared by the clause, that no freeholder who did not enjoy his freehold by inheritance, marriage, or devise, should be allowed to qualify, if he came into his freehold after the 30th of March, 1831. Here their Lordships had omitted "40s."

and the effect of the clause, as it now stood, would be to disqualify freeholders of 20l. or 50l. per annum. This it would be necessary to amend, and he should therefore propose that, after the word "freehold," there should be inserted "under the annual value of 10l." The right hon. gentleman then moved the introduction of the words "under the yearly value of 10l.," in clause A., which was agreed to.

The Times, in speaking of this debate, says:

It will at least show to the world, that the Parliament, as well as the press of England, is alive to the claims of general freedom,—that they are equally prepared to denounce unequivocal oppression or usurpation in every quarter,—that free states may reckon upon allies wherever there are British free-men, and that though the little despot of the Germanic League may submit to greater despots in partially suppressing the complaints of their subjects, the voice of the latter will find an echo in every British heart, and, if need be, will command succor from every British arm.

Accounts from Dublin of August 1st, contain particulars of additional breaches of the peace. There was a great scarcity of hands, in consequence of the combination not to work for the tythe papers, nor permit it to be done. This has led to much fighting and some bloodshed.

The London Morning Chronicle, of the 26th July, holds this language:

"We really do not see how the French Government will be able longer to resist the wish of the nation, to make head without delay against the continental despots. From all appearances we should be inclined to say, that the war of opinion announced by Mr. Canning is about to break out. May those who have provoked this war suffer what is due for the affront offered by them to justice and liberty."

FROM PORTUGAL.—The brig Watchman, Nason, says the Boston Daily Advertiser, arrived at Kennebunk 5th inst. in 33 days from Havre, and 24 from off the coast of Portugal. Capt. N. spoke the British brig Nancy, and American brig Washington, who informed him that they had been ordered off from St. Ubes and Lisbon by Dom Pedro's blockading squadron. They also informed him that there had been a severe battle within a few miles of Lisbon, between the troops of Dom Pedro and Dom Miguel, without any decisive results, both parties claiming the victory.

REVOLUTION AT PERNAMBUCO.—Capt. Kurtz, of the brig Lola, arrived last Sunday from Rio Grande, which place he left on the 23d July, informs that a few days before he sailed, a Brazilian brig arrived there from Pernambuco, having been obliged to cut her cables and run, in consequence of a Revolution having broken out at that place among the negroes, who were murdering all the whites indiscriminately. This intelligence was confirmed by another vessel at Rio Grande. The brig was much injured by the guns from the fort, which fired upon her when leaving the Bar. The population of Pernambuco, says the Gazette, is about 70,000, of which perhaps two thirds are colored people.

SOUTH AMERICA.—Another batch of little revolutions in different parts of South America, is to be noticed. On Monday last we received a report, received by the way of Rio Janeiro, of a servile insurrection and massacre at Pernambuco. We have nothing more of this, though the accounts since from Rio Janeiro are a week later than those before received—but from

Rio Janeiro, the ship Maria brings intelligence to the 1st ult. inclusive.

The papers contain an account of the Resignation of the Ministers and Regency, in consequence of a vote of the Senate refusing (yours 17, nays 18) to dismiss Sr. Andrade, Tutor of the young Emperor Dom Pedro II., said Andrade having been strongly suspected by the Regency, as well as others, of having abetted the attempted Revolution a number of months since in favor of Dom Pedro I. The city was thrown into great excitement in consequence of this event, but the vigilance of the Justices of the Peace, and the presence of the National Guard, prevented any disorders.

The House of Delegates had been anxiously deliberating on the subject, and on the evening of the

31st, voted not to accept the resignation. It was doubtful whether the Senate would concur.

A decree of the Regency, in accordance with an act of the General Legislative Assembly, directs the enlistment of 1500 men to reinforce the army.

By the same ship papers to the 14th July are received from Buenos Ayres.

Francis Baylies, Chargé to Buenos Ayres, presented his credentials on the 15th June.

It was reported from Chili, that the jewels of the Temple of the Sun, (which at the time of the conquest the natives concealed from the Spaniards,) have been lately discovered, near the Cerro de Pasco. Their value has been calculated \$180,000,000.

The Buenos Ayrean government had refused to receive Monsieur La Foret as Consul of France to that Republic, in consequence, it was said, of the conduct of that gentleman when he was Consul in Chili. M. La Foret re-embarked on the 11th July, on board the French brig of war Nisus, in which vessel he came from Chili to Buenos Ayres. The affair had created considerable excitement.

In Montevideo, a revolution, effected by a single battalion of men, had thrown the country into dire disorder, of which the details are of no interest.

LATEST FROM MEXICO.—The Mexican brig of war Bello Indio, (or Santa Anna) arrived at New Orleans on the 25th ult., from Vera Cruz, which place she left on the 14th of the same month, and brings papers and letters to that date.

Gen. Santa Anna was at Orizaba, with 3000 men; and Gen. Facio, (late Secretary of War) was at St. Augustin del Palmar, with the government troops, about two thousand men; the former being partly composed of militia, the latter of regular troops. It was believed that Facio was not disposed to hazard a battle, being fearful of the result; while Santa Anna was unwilling to expose the lives of his troops in a general engagement, when a few days would probably render any fighting unnecessary; as the states and towns generally were declaring in his favor, and for the recall of Gen. Pedraza to occupy the Presidency.

The brig of war which has arrived at New Orleans, by which we have received this intelligence, brings two commissioners, Zerecero, a forum member of the Mexican Congress, and Col. Soto, with despatches for Gen. Pedraza, inviting him to return and fill the Presidency, to which he was duly elected in 1828. The messenger before sent for this object, Col. Castillo, sailed for Vera Cruz two days ago, having been unable to persuade Mr. Pedraza to return, such is his disinclination to public life.

The Natchitoches Frontier Reporter, of the 11th of August, mentions the receipt of a letter written on the evening of the 9th, by a gentleman residing on the Sabine road, who says "that news had reached him from Texas, at the moment of writing, that the Mexican and American settlers had had an engagement, and that Colonel Piedras was taken, with his men, who fled with him 20 miles west of Nacogdoches. The Colonel held out to the last, and did not surrender until his senior Captain presented a pistol to his breast, and demanded his sword; the Captain at the same time accusing him of stubbornness, and a determination to have his troops sacrificed; they accordingly surrendered and returned to Nacogdoches. Loss of the Americans, three killed and one wounded; that of the Mexicans 30 killed and one hundred wounded. Col. Piedras behaved with determination. He was opposed to the Santa Anna faction, so far as we can learn, and determined to obey his superior officers in the Government, be their orders right or wrong."

The Louisiana Advertiser of the 25th ult. says:—The news published above from Texas has been confirmed by a gentleman who arrived in town this morning. An engagement took place at Nacogdoches on the 3d inst. between the Americans and Mexicans—the former were victorious. The number of killed and wounded falls short of the number in the foregoing letter, not over ten or fifteen being killed. The flag of Santa Anna now waves over Nacogdoches, and all is tranquil. Private property is respected. Col. Piedras will be sent on immediately to the interior, to be given up to Santa Anna.

MISCELLANY.

[FOR THE NEW YORK AMERICAN.]

WHO IS HAPPY?

Translated from the German of Sturz.

The rich and carefully educated Earl of W., who had abstracted the essence of almost every science on attaining his twenty-first year, took possession of his paternal estates, with a determination to enjoy life with Epicurean wisdom. He set out on his travels; was caressed at foreign courts by princes, by handsome women, by men of wit and men of letters. His person was elegant, his manners highly polished, and so unassuming and modest that his merit seldom created envy or jealousy. When twenty-five he returned to his native country, took his seat in the House of Lords, with a firm determination never to be influenced by any party, but to vote only as his conscience should dictate, or the true interest of his country require. He made few friends, his patriotism was intentionally misrepresented, his most virtuous acts converted into crimes. At first he felt disappointed, the disappointment gradually degenerated into bitterness of heart, and that again into misanthropy. Thus he seldom took his seat in the House, but eagerly pursued all the gaieties and amusements of the great metropolis. Here, too, he soon became satiated; and when during the hours of solitude he analyzed the substance of every pleasure, he wondered how he could have been so long the dupe of trifles, and the world appeared to him like an optical theatre, when of a sudden the lights are extinguished and the rays of the sun illuminate the paper charm. It is high time, exclaimed he on a gloomy day of autumn, that the over-satiated spirit should rise from a long feast: he repeated the sentence of Lucretius:

Cur non sit plenus vite, conviva recedis?

But, said he to himself, the world shall not say of me that my escape resembles that of a maniac from his cell; my conduct shall prove that I have reflected maturely. I will arrange all my affairs, not forgetting the most trifling. With this determination he left the metropolis for one of his distant seats, which he had visited but once, and then only for a few days, lest, as he thought, the recollection of early pleasures should revive in him a love of life. Shortly after his arrival, and while settling accounts with his steward, the latter accidentally mentioned the name of happy Williams. Happy! repeated the Earl; happy! is there such a human being in existence? Some merry Andrew, I suppose; some mountebank, who amuses the bores at the country alehouse. Pardon, my Lord, replied the steward; Williams is one of your tenants, and I wish you had not a worse one on your rent roll, or our parish a worse inhabitant. His rent is paid punctually on the day; and, though the farm is small, it is under the highest state of cultivation, and his cottage the pattern of neatness. Such is the general opinion of his good sense and integrity, that whenever differences arise Williams is applied to as arbitrator, and every one submits to his decision. His temper is invariably cheerful and mild, and as there are more of the same name in the village, he is by way of distinction called Happy Williams. That man I will see this day, said Lord W. It was evening when he arrived at the cottage; Williams was sitting before the fire with one of his grandchildren on his knee, and some others were playing about the room. Williams seeing a stranger enter, rose from his seat, and recognizing his landlord, bade him welcome.

Lord W.—Good evening, Williams; apparently in good health, though if I may judge from your hair, no longer a youth.

Williams.—I am sixty-eight, my Lord, but if it is God's will I hope to add a dozen more.

Lord W.—It would appear from this that the world has treated you well, and that you are satisfied with the world.

Williams.—Why not? though not rich, I enjoy health, and am above want. But, my Lord, since a fortunate chance has brought you under my roof, may I solicit from you a renewal of my lease, which is about expiring. My father and myself have been born on this farm, and I have reason to hope that it has improved under our management, and that you are as well pleased with your tenant as I am with my landlord.

Lord W.—Your request is granted; give me a pen and ink.

Williams.—Robert, go to the schoolmaster and borrow pen and ink. My Lord, as for myself, I can neither read or write; my father was poorer than I am, and could not afford to send me to school. My children have been instructed in every thing which

is taught at country schools; but when at home they have plenty of other work, and pen and ink got neglected.

Lord W.—Is it possible that you cannot read or write? Whence did you derive all your information? how learn the art of being content? for report says you are always happy.

Williams.—You are pleased to jest, my Lord: a person who from necessity is always usefully employed, has scarcely time to think himself unhappy. Whoever wishes to eat honey must help make it; and after earning a meal it tastes twice as well. (A large mastiff barking at Lord W.)

Lord W. (retreating).—I hope he will not bite me.

Williams.—How should he, poor fellow; he has lost all his teeth, so many years has he been the faithful guardian of my house (caressing him); but as long as I have a morsel of bread he shall have half of it, and that steeped in milk.

Lord W.—Tell me, Williams, are all your neighbors your friends—peaceable—always just towards you? Is this the only spot whence selfishness is banished, where neighbors do not calumniate, over-reach, betray, Williams?

Williams.—Why, my Lord, that we must not look for in this world, which is made up of all kinds of dispositions. I, too, have occasionally had my share of vexations; but then they were transient. My next neighbor, Stevenson, used formerly to give me much trouble. Although his farm was as large again as mine, yet he wished to annex mine to it also, and did everything in his power to tire me out and drive me off. But then he is dead and gone, and I have lived long enough to return good for evil to his children. Whenever he attempted to quarrel with me, I looked neither to the right or to the left, and exerted myself doubly at my labor; so, by the time my day's work was done, and I returned home to my wife and children, I had forgotten all about it;—and I can safely say, that if ever I had enemies, not one of them had the satisfaction of spoiling me a single meal.

Lord W.—That is very well, and I can easily understand it; but how a man of your good sense could live sixty years and upwards on the same small farm—plough up year after year the same fields—go year after year the same rounds—lead always the same tiresome, monotonous life, without getting tired of it—that is beyond my comprehension!

Williams.—Tiresome! monotonous!—surely, my Lord, you cannot mean it.

Lord W.—That is my sincere opinion. I have known persons who had seen more of the world than you, who had every enjoyment, every comfort, which life could afford; yet became satiated, disgusted, completely tired of it. I tell you, Williams, if you and I had one hundred years more to live, nature would always be the same, and could not afford a single novelty for either you or me.

Williams.—Do you think so, my Lord? Now, to me, not a day passes without the occurrence of something which interests me. If I look back forty years, it appears to me that our whole parish has been changed!—that noble tree which shades my cottage, it would not have made a walking-stick when I dug it out in the forest and planted it there!—my best wheat field was a barren common, and thought incapable of cultivation!—the fine meadow where my milk cows graze was a swamp, a bog!—not a tree in my orchard but was planted by my hands!—Now, when I look around me, and see how God has blessed my labor, it cheers my heart and fills it with gratitude.

Lord W. (walking up and down the room, after a pause).—Williams bring me your contract, I will tear it.

Williams.—Is it possible, my Lord! Has my frankness offended you?

Lord W.—Not so—not so, Williams: this farm shall be your own; this hour I give it to you and your children for ever.

Williams.—Is this reality, or is it a dream? (folding, and lifting up his hands.) Kind Providence! how have I deserved to experience in the evening of my life so much happiness?

Lord W.—You have deserved it all from me; and I owe you that gratitude, or even more. Henceforth, I intend to visit you often; and I will endeavor to learn wisdom from you and your children. On his way home, Lord W. exclaimed, Happy he, who enjoys without scrutinizing, who cultivates every flower which grows by the side of his path through life, and is within his reach. I wanted to purchase happiness on the great mart of the world, and refused it from the hand of Nature. Nature! to thee I will return, and never again separate from thee!

The following letter, from the venerable Dr. Kirkland, formerly President of Harvard College, has been communicated to the Boston Daily Advertiser, by the Hon. T. H. Perkins, who states that the health of the writer is so far improved that he was expected in London the present month (August), and in Boston the ensuing autumn:—

ALEXANDRIA, (Egypt), April 25, 1832.

Dear Sir: Captain Perry, in the Concord, came to Malta the 12th of March, and offered as a passenger to Alexandria. We gladly accepted the proposal, and had a very agreeable, though rough passage, to the place of our destination, where we arrived on the 25th ult. This is a place quite worth visiting. It is the principal residence of the Pacha of Egypt, though he is occasionally at Cairo. We were struck with a number of new buildings, particularly those relating to the Navy, which consists of between twenty and thirty ships, several of them first-rates. He is prosecuting his war with the Pacha of d'Acre and Aleppo with great vigor. Whether the Sultan will declare war against him or not, remains uncertain; but if he should do it, the fleet of the Pacha of Egypt will undoubtedly be an overmatch for any force the Sultan can bring.

After a week we proceeded to Cairo. The first stage was Rosetta, which exhibits the remains of a flourishing town, though now much in ruins. The canal of Mahmudi has deprived it of the principal part of its business. We were three days and a half in going up the Nile to Cairo. We were much pleased with the face of the country, and the rich cultivation on its banks. The Arabs are mostly in a very humble condition, living in little huts of mud and stone, commonly with one apartment. Our first object on arriving at the Capital was to go to the citadel, whence we had an extensive view of the city and country, and to visit other singular and curious places within the walls. The second day we made for the Pyramids, visited the inside chambers in the evening—slept in the neighboring tombs, and in the morning ascended on the outside to the summit. I indeed did not venture up; but Lady Franklin and my wife, with others of our party, accomplished the enterprise with little difficulty, though some fatigue. They were forty-two minutes in gaining the summit, and twenty minutes in descending.

The same day was a Chameon wind, which makes exercise a considerable effort. We rode, however, four or five hours in the sun. We entered the Mausoleum at Zaccara, built in the reign of Psammetichus. We saw mummy pits, and then went to Memphis, where we saw the prostrate statue of Sesostris, the only remnant of the renowned city. There are some Englishmen employed by the Pacha in superintending and conducting his manufacturing establishments. These are cotton, guns, muskets, and cannon, and drawing of copper for ships—also canvass and rice-mills. Mr. Thomas Jefferson Galloway and George Washington Galloway are conspicuous amongst the machinists and engineers. They greeted us with a kind welcome at their house in Cairo, and made us at home. We have seen Mr. Wallace, who is one of the builders of the London bridge. He has recently returned from Upper Egypt, where he has made surveys of the country, for the purpose of determining its capacity for canals.

In this place, we received the greatest hospitality from Mr. Thurnburn, of the house of Briggs & Co. We have seen a launch of a ship of 84 guns. It went off in fine style. We are also under obligations to Mr. Barker, the British Consul General, for kind attentions—to Mr. Glidden, the Agent for the United States, who was lately appointed.

We are much acquainted with Capt. Frisick, a British naval officer, who commands one of the Pacha's ships of 104 guns. The Pacha is supposed to aim at an independent sovereignty for Egypt. His great point at present is the conquest of Syria. He grinds his people to dust, to maintain the expenses of the war; at the same time he encourages arts and improvements, has established colleges, and means to make it, if possible, like a European state. We saw his highness on board the Concord, when he came to return the visit of the Captain. He is quite easy in his manners; with a common person, but a very quick and penetrating eye.

We sail this day for Giarfa, where we go by land to Jerusalem. We shall probably make our way to Cyprus and Rhodes, and then to Constantinople and Smyrna. With the greatest regard, your friend and servant,

J. T. KIRKLAND.

A model for Members of Parliament.—That celebrated and excellent man, Andrew Marvell, represented this borough (Kingston-upon-Hull) in the years 1660 and 1661. He was the last person who

took pay from his constituents for attending to their business in the Commons House of Parliament. He lodged on a second floor, in a house up a court near Charing-cross; and when Charles II. sent one of his lords in waiting to him with a bag containing one thousand guineas as a present, he refused it, saying, "My lord, I regret the trouble you have taken, for I cannot reconcile to my conscience the taking of this money from the King, who is too poor already, from the extravagance of those about him; give my humble duty to his Majesty, however, and tell him, that I have just dined at the tavern in the Strand, for half-a-crown, upon a fine boiled fowl and bacon, with a seasonable garnish of vegetables, and a draught of wine to boot; tell him that my dinner never exceeds this price; for how could I face my good constituents of Hull were I to squander the allowance they make me in riotous living, or in the modish and frivolous pursuits of the court? Tell his Majesty, therefore, that the man who can make so good a meal with a quiet conscience, for half-a-crown, *per diem*, would be a rogue indeed,—ay, and a fool into the bargain,—to accept a bribe of a thousand guineas from a king in Christendom." [Key to both Houses of Parliament.]

THE WHITE SULPHUR SPRINGS OF VIRGINIA.—The Richmond Compiler publishes the following extract from the letter of a tourist now at this watering-place:—

"The climate here, I think, by far the best for summer, that I know or believe to exist; it would not answer for persons with delicate chests, being perhaps too cool. The thermometer has not yet passed to summer heat, 76 degrees. The country is most beautiful, and I have no doubt, that in the course of time, it will be considered the most delicious spot on earth. I have visited all the great watering places of Europe, and I can safely assert, that there exists no warm bath on earth, at all comparable to it. A Roman Emperor would have spent millions in adorning it—for, millions have been spent on similar places, which could bear no comparison with it. Conceive a collection of warm water, temperature 96 deg., forty feet diameter, and five deep, from which rushes a stream or volume of water, with an impetus sufficient to turn the most ponderous machinery of any manufacturing establishment. The water impregnated with magnesia, and slightly with sulphur, affords those who use it as a bath the most delightful sensations. It most nearly resembles Aix-la-Chapelle, which in every respect, in temperature and volume of water, is far inferior to it."

Marshall's Pillar.—It is matter of just surprise that so little has been said and written about the wild and picturesque scenery found in the western portions of Virginia. The amateur may here find united the wildness of highland with the sublimity of Alpine scenes. Were these regions better known, they would scarcely fail to become the favorite resort of the lovers of the grand and beautiful in nature, and it is probable would not be deemed inferior, in point of variety and sublimity of objects, to the scenery along the Hudson or the St. Lawrence. The most prominent as well as stupendous object presented along the course of New River, is a cliff, a few miles above the junction of that stream with Gauley river, and known as *Marshall's Pillar*, a name commemorative of the arduous and successful exploration of that stream by Chief Justice Marshall in 1812. The same spot has sometimes been individualized as the Hawk's Nest.

Marshall's Pillar is situated in a curve of the river which flows at its base, and is one of the highest and most rugged points of Gauley Mountain. It is one unbroken battlement of rocks, rising from the water's edge to the stupendous height of eight or nine hundred feet. Its position at the point being somewhat insular and prominent, it very justly merits the appellation of Pillar.

From the verge of this dizzy height, the river may be seen above and below through the vista formed by its rugged sides, for a considerable distance, and until its agitated current seems lost in the contraction of the mountains. Along this deep and narrow channel, at a velocity almost unequalled, and with a deafening tumult, flows something more than one half of the water forming the Kanawha river. Scarcely does Nature present a grander or more variegated spectacle to the eye, than is afforded from the summit of this cliff. The tumultuous rush of water, with its surface crested with foam, the frowning and embattled cliffs that rise on either side, and delineate its course; the deep verdure of the ever-green that overhangs the precipices, and crowns the summit of

the adjacent mountains, form a *tout ensemble*, which for beauty and sublimity is not easily surpassed. None approach it without a feeling of indescribable awe, or leave it without emotions of deeply gratified feeling. In short, were we to select a view combining the greatest variety of the beautiful, picturesque and sublime in Nature, we have no hesitation in saying it would be that afforded from Marshall's Pillar. [Kanawha Banner.]

"I never judge from *manners*, for I once had my pocket picked by the *civilized* gentleman I ever met, and one of the *mildest* persons I ever saw was Ali Pacha." [Lord Byron.]

Old Maids.—These lay sisters of charity are the comfort and salvation of so many families, that every home appears to us imperfect which has not the good fortune to have one of them appended to it. [Edinburg Review.]

A countryman going into into the Probate office where the wills are kept in huge volumes on the shelves, asked if they were all Bibles? "No sir," replied one of the clerks, "they are Testaments."

Quibbleton, when a circuit Judge, was dining with Col. B., an active member of the Legislature, at a time an effort was made to raise the salary of the Judges. "I wish," says B., helping himself at the same time to the fragrant vegetable, "that I could dress my own celery." "And I," rejoined Quibbleton, "that my own salary could dress me."

MARRIAGES.

MARRIED.—On evening of 8th inst. by the Rev. Dr. Wainwright, Mr. James Wilson, Jr. to Miss Julia G., eldest daughter of the late Wm. Cutting, Esq.
In Penn-Yan, on the 21st ult. Mr. Cyrus McCollister, to Miss Marion K. Stanton.
In Canandaigua, on the 16th ult. Warren T. Worden, attorney at law, of Auburn, to Miss Emily Bennett, of Bloomfield.
On the 9th ult. Mr. Abram Arnold, of Havana, to Miss Charlotte E. Morris, of Seneca Falls.

DEATHS.

DIED.—On evening of the 8th inst. after a protracted illness, Doctor Thomas Jones, aged 49 years, formerly of Bucks county, Pa.
On Tuesday, the 4th inst. after a short, severe illness, Mrs. Nancy Bulkley, aged 41 years—on the 7th instant, Susan Mansfield Bulkley, aged 7 years, 4 months and 6 days—wife and daughter of Edmund Bulkley, formerly of Wethersfield, Conn.
On Thursday, 6th inst. after a lingering illness, Henry C. Caldwell, infant son of H. G. Stebbins, aged two months and six days.
On Thursday morning, 6th instant, by the Right Rev. Bishop Onderdonk, Joseph Ridgway, Esq., U. S. Consul at St. Croix, to Mrs. Frances Stout, of this city.
Yesterday morning, after a short illness of the prevailing epidemic, Isaac B. Strong, of this city, aged 48 years.
At Oyster Bay, L. I. on the 7th instant, in the 71th year of her age, Almy, daughter of Benjamin T. Underhill.
On Friday morning, at Union Hill, after a protracted illness, of inflammation of the brain, Henry, son of the Rev. William Powell, aged four years and ten months.
In New Haven, Conn., Henry E. Dwight, Esq. aged 35—Mr. Dwight was well known as an accomplished scholar, an amiable gentleman, and sincere christian.
In Rochester, on the 19th ult. of malignant cholera, Major Albert C. Burr, aged 27 years.
On the 15th, of the same disease, Mr. Russell Streeter, aged 20, formerly of Rushville, Ont. Co.
At the Mohawk village, near Brantford, John Brant, Esq., Chief of the Mohawk tribe of Indians, and son of the gallant chief who distinguished himself so nobly in the revolutionary and late wars. Mr. Brant was an accomplished gentleman, and died sincerely regretted by a numerous circle of acquaintances of the first respectability.
On the 24th of August, Mrs. Lucretia B. W. Badger, wife of Samuel Badger, Esq., and daughter of the late George Hayt, Esq., of Bridgeport, Conn., aged 23 years.
In the decease of this amiable and lovely woman, a devoted husband, an affectionate family, and an extensive circle of endeared friends and acquaintance, have sustained a loss which nothing earthly can repair, and which has filled their hearts with a deep and lasting sorrow. In the prime of life, and surrounded by every worldly blessing which could render life desirable and happy, and in the exercise of all those offices of kindness, of tenderness, and benevolence, which flow from a gentle heart, a glowing affection, and generous nature. Imparting pleasure and delight to the domestic and the social circle, and in the display of all those qualities which constitute the valued mother, and the faithful wife, she has been removed from this fleeting world, to one, we trust, of more enduring felicity.
"Call'd not away when time had loosed each hold
On the fond heart, and each desire grew cold—
But when to all that knit us to our kind,
She felt fast bound as charity can bind:
Not when the life of age, its pain, its care,
The drooping spirit for its fate prepare:
And each affection, failing, leaves the heart,
Loosed from life's charm and willing to depart—
But all her ties the strong invader broke,
In all their strength."

Long, long will the fond and now sorrowing and desolate partner of her joys on earth, and her many and affectionate friends, lament her early death; and long will they cherish the dear and loved remembrance of her virtues.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 355 persons during the week ending on Saturday, 9th instant, viz:—131 men, 104 women, 70 boys, and 50 girls—of whom 47 were of the age of 1

year and under, 33 between 1 and 2, 21 between 2 and 3, 16 between 3 and 4, 17 between 4 and 5, 25 between 5 and 6, 36 between 6 and 7, 46 between 7 and 8, 23 between 8 and 9, 13 between 9 and 10, 15 between 10 and 11, 10 between 11 and 12, 30 and 31, and 3 between 31 and 100.—Diseases: Apoplexy 2, casualty 2, childbed 2, cholera malignant 301, cholera morbose 1, colic 1, consumption 28, convulsions 6, diarrhoea 3, dropsy 2, dropsy in the head 10, drowned 1, dysentery 6, erysipelas 1, fever 3, fever bilious 2, fever intermittent 1, fever scarlet 3, fever typhus 2, flux infantile 29, hives or croup 1, jaundice 1, inflammation of the bowels 2, inflammation of the brain 1, induration of the liver 1, intemperance 1, marasmus 2, measles 1, old age 6, palsy 1, peripneumony 2, pneumonia typhoides 1, scirrhus of the liver 3, sprue 1, stillborn 7, tabes mesenterica 1, teething 7, unknown 4, whooping cough 1, worms 2.

ABRAHAM D. STEPHENS, City Inspector.

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of *The Vine*, the rearing of Silk, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of ten, \$24 each. It will also be sent to any person at \$24 per volume, who will subscribe for two copies for two years at one time, or remit \$10, always in advance.

POSTMASTERS who are friendly to, and willing to act as Agents for the Journal will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services.

THE NEW-YORK AMERICAN is published DAILY at \$10 per annum, and SEMI-WEEKLY at \$4 per annum in advance.

Also, **TRI-WEEKLY**, containing all the reading, marine news, and advertisements of the daily paper, and the only Tri-Weekly paper published in the city of New-York. Terms, \$5 per annum in advance.

Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher, D. K. MINOR, No. 35 Wall-street, New-York.

WEBB'S CONGRESS HALL, a new and extensive establishment, now siting up at 133, 140, and 142 Broadway, will be in readiness in a few days to receive company, and at which may be found the former host of the Catskill Mountain and Pearl-street Houses.

THE EXCHANGE HOTEL, Nos. 10 and 12 Broad street, New-York, by D. D. HOWARD, has been refitted, and is now ready to receive his friends from all parts of the Union.

He has also fitted up a Mansion House, in a delightful situation, on the high bank of the East River, about 4 miles from Wall-street, where his friends may enjoy the delightful air of the country, and still be within a convenient distance from the city.

AT BOSTON'S Old Establishment, No. 7 Wall street, may be had in any quantity *Boston's Bonnet Cough Lozenges*—an excellent remedy for complaints of the lungs, coughs, and colds. Also, *Boston's Seidlitz Water*, a superior article in cases of dyspepsia, and all disorders arising from a deranged state of the digestive organs, &c.; it is put up in bottles, and may be transported to any part of the world, and kept for any length of time.

Also—superior Seidlitz Powders, Chloride of Soda, Chloride of Lime, Tooth Paste, and a great variety of other articles, manufactured by J. Boston, and sold wholesale and retail at No. 7 Wall street, by D. FREEMAN, 1st fl.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Esq., M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & H. R. Co., Carlisle, Luzerne County, Pennsylvania.
Palmyra, Wayne County, New-York.
1st mo. 2nd, 1832.

A RAILROAD IN PRACTICAL OPERATION, within ten miles of the City of New-York.

THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Acquackanonk, a distance of 4½ miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers. With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

PATERSON.		ACQUACKANONK.	
At half past 7 o'clock, A.M.	At half past 12 o'clock, A.M.	At half past 12 o'clock, A.M.	At half past 7 o'clock, A.M.
10 do do	3 before 1 do	3 before 1 do	10 do do
3 do do	half past 1 do	half past 1 do	3 do do
4 do do	half past 2 do	half past 2 do	4 do do
half past 4 do	half past 3 do	half past 3 do	half past 4 do
ON SUNDAYS.		ON SUNDAYS.	
At 6 o'clock, A.M.	At 7 o'clock, A.M.	At 7 o'clock, A.M.	At 6 o'clock, A.M.
half past 7 do	half past 8 do	half past 8 do	half past 7 do
9 do do	half past 9 do	half past 9 do	9 do do
half past 12 do	half past 1 do	half past 1 do	half past 12 do
5 do do	half past 2 do	half past 2 do	5 do do
half past 5 do	half past 3 do	half past 3 do	half past 5 do

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 16¢—Children under 12 years of age, half price.—Paterson, June 30th, 1832.

ELIAS B. D. OGDEN, Secretary.
NB.—Persons leaving Hoboken by the 6 o'clock Stage, for Acquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the surrounding town of Paterson, and return to New-York the same day.

POETRY.

[From the Detroit Courier.]

"Thou com'st between my heart and Heaven!"
 Thus breath'd a mother's sighs,
 As o'er her pale, and slumbering child
 She watch'd with tearful eyes.
 While death was in thy bounding step,
 Life sparkling in thine eye,
 I view'd thee as a gift of love
 That should not droop,—nor die,—
 And when a nestling in my arms
 A precious one thou lay,—
 A holy consecrated pledge,
 I gave thee, then, away.
 But, since affliction's with'ring touch
 Has blanch'd thy youthful brow;
 "Thou com'st between my heart and Heaven!"
 And intercept my vow!

MARY.

[From the Metropolitan.]

THE APPLE.

Suggested by some verse of Daubert.

"Twas hard I confess, upon Paris and Adam,
 That each for an apple should suffer such ill:
 But beauties like Venus and Eve, my dear Madam,
 Can do with our destinies just what they will.
 Could Paris and Adam (thy loveliness see,—
 Still more, if these victims of beauty but knew thee,
 The one would again take the apple from thee,
 And the other again, at all risks give it to thee.

T. Moore.

PASSENGERS:

In the ship Gen. Williams, from Liverpool—W. Crabtree, John Packer, M. Crabtree, J. Crabtree, S. Crabtree, Mary Crabtree, Sarah Crabtree, B. Crabtree, C. Crabtree, and 67 in the steerage.
 In the ship Niagara, from Charleston—Miss Lacoste, Mrs. Day, W. C. Oakley and lady, Lieut. Rudolph U. S. N. Lieut. Knowlton, A. McDowal, S. N. Cooper, S. Babcock, W. Swift, T. Simpson, C. Nichols, J. C. C. Woodburn, J. Buchanan, J. H. Merritt, S. Ellis, R. A. Powell, C. D. Carr—one in steerage.
 In the ship Roman from Canton—Charles N. Talbot and Samuel A. Gordon.
 Per barque Nord, from Stockholm, Nicola Murlofimi, lady, and family, Messrs Bolander and Waller.

LETTER BAGS AT THE EXCHANGE READING ROOM, NEW-YORK.

For London—Ship Hudson, Morgan, to sail Sept. 18
 Liverpool—Ship Canada, Wilson, to sail Sept. 18
 Ship Sheffield, Hackstaff, to sail Sept. 24
 Cork—Brig Capricorn, Smith, to sail Sept. 24
 Havre—Ship Manchester, Smith, to sail Sept. 30
 Hamburg—Brig Laura, Belcher, to sail Sept. 30
 Bremen—Brig Elizabeth, Hoake, to sail Sept. 30
 Rotterdam—Brig Arctura, Ritchie, to sail Sept. 30
 Gibraltar—Brig Armadillo, Hammond, to sail Sept. 30
 Porto Cabello—Schooner Splendid, Clark, to sail Sept. 30
 Leguira—Brig Soto, Whitaker, to sail Sept. 30
 Vera Cruz—Ship Virginia, Collins, to sail Sept. 30
 Carthagena—Brig Medina, Hall, to sail Sept. 30
 Port-au-Prince—Brig Onslow, to sail Sept. 30
 Havana—Ship Dorothea, Conyngham, to sail Sept. 16
 Brig Mary Ann, Freeman, to sail Sept. 16
 New-Orleans—Ship Nashville, Rathbone, to sail Sept. 16

Latest dates from London, August 4
 Latest dates from Liverpool, August 2
 Latest dates from Havre, August 1
 Latest dates from New-Orleans, August 28

SALES AT AUCTION OF REAL ESTATE.

By James Bleeker and Sons—Sept. 6.
 Two Lots, 35 by 108 feet each, and a Farmhouse, on Sixteenth street, near Seventh avenue—\$3000.

[From the N. Y. Shipping and Commercial List, Sept. 12.]

REVIEW OF THE MARKET.

ASHES—The arrivals within the last few days have been more considerable, but the market remains without animation.

COAL—We have heard of no cargo sales since our last. The retail price for Liverpool is advanced to \$12.50 a ton.

COFFEE—The market is nearly cleared of this article, and sales are consequently limited to small parcels only, at our quoted prices. The ship Maria, from Rio Janeiro, arrived yesterday with a cargo of 3000 bags.

COTTON—The stock continues very small, and the transactions are principally for home manufacture. Prices are fully maintained. Sales from 5th to 11th inst. inclusive, amount to about 650 bales. Total import since 1st inst. 231 bales—Export from 1st to 6th inst. 99 bales.

DOMESTIC GOODS—Export from 1st to 6th inst. 9 packages Cotton Goods.

FLOUR AND MEAL—The Flour market continues without animation, and prices are still declining. Export from 1st to 6th inst. Wheat Flour 2223 barrels.

FRUIT—Sales of Malaga Raisins at \$3 for Muscatel, and \$4 for Bonnet. Stock very small. Soft shell Almonds 12 cts, and Brazil Nuts 3 cts per lb.

GRAIN—Wheat very dull; the quantity adroit, unsold, amounts to 15 a 22,000 bushels, including new crop Genesee, Maryland, North Carolina, and Virginia. Rye is also in limited request; but Corn is brisk—sales of best Northern Yellow at 75 a 76 cts, and advance of 2 cts; Southern, 71 a 73 cts.

MOLASSES—The stock of all descriptions is small.

OILS—Whale continues in good demand. Sales of Sperm at 97 a 98 for fall, and 97 for winter strained, moderate quantities.

PROVISIONS—A fair business continues to be done, particularly in Beef and Pork, at our quotations. Export from 1st to 6th inst. Beef 650 bbls. Pork 1004 bbls. Lard 230 kegs.

RICE—Quantity in market much less than usual. Sales of good quality in lots have been made at 4 cts. Total import since 1st inst. 230 casks 75 half-casks.

SALT—Our quotations are believed to be warranted by the actual transactions. The market is better supplied, both with coarse and fine.

SPIRITS—Small sales of Brandy and Gin. Whiskey is in good demand—extensive sales in barrels at 33 cts.

SUGARS—The demand is active, and prices are well maintained. All dayed Sugars continue scarce.

TOBACCO—Import since 1st inst. 35 hds.

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, September 12/4, 1893.

ASHES — Pot, 1st sort 1892, 100 lbs 4 85 a 5 00 Pearl.....do 4 75 a 5 00	BEE-SWAX — White.....lb 44 a 45 Yellow.....do 18 a 20	BOTTLES — Eristol, Porter.....gross 8 00 a 9 00 Wines.....do 6 50 a 8 50	BREAD — Navy.....lb 34 a 35 Pilot.....do 44 a 45 Crackers.....do 6 a 6 1/2	BRISTLES — Russia, first sort.....lb 60 a 70 Do, common.....do 30 a 40 American.....do 15 a 50	CANDLES — Mould, tallow.....lb 12 1/2 a 13 Dipped.....do 11 1/2 a 12 Sperm.....do 30 a 32	COAL — Liverpool.....chaldron 11 50 a 11 75 Scotch.....do 8 00 a 9 00 Sidney & Bridgeport.....do 11 1/2 a 12 00 Albion.....do 9 a 9 00 Virginia.....do 8 00 a 10 00 Amirante.....do 8 40 a 10 00	COCOA — Caracas.....lb 12 a 14 Trinidad.....do 5 a 6 St. Domingo.....do 4 a 5 Paris.....do 5 a 6	COFFEE — Cuba.....lb 12 a 14 Brazil.....do 13 1/2 a 14 Porto Rico.....do 13 a 14 1/2 Laguaira.....do 13 1/2 a 14 St. Domingo.....do 12 1/2 a 13 Java.....do 13 1/2 a 14 Jamaica.....do 12 1/2 a 14	COPPER — Sheathing.....lb 32 a 23 Pig.....do 17 a 17 1/2 Old.....do 17 a 17 1/2 Bolt.....do 24 a 25	CORDAGE — Foreign.....lb 10 a 11 American.....cwt 11 a 12	CORKS — Velvet.....gross 40 a 50 Common.....do 30 a 35 Phial.....do 5 a 10	COTTON — New Orleans.....lb 10 1/2 a 13 Upland.....do 9 1/2 a 12 Alabama.....do 9 1/2 a 12 Tennessee.....do 9 1/2 a 12	COTTON BAGGING — Hemp.....yd 13 a 21 Flax.....do 12 a 16 Do, American.....do 19 a 21	DIAPERS — Russia, broad.....piece 2 20 a 25	DUCK — Russia, U. X.....bolt 15 50 a 16 00 Do, Brinsgains.....do 15 50 a 16 00 Do, Zottoff & Konopff.....do 15 50 a 16 00 Do, 3d quality.....do 15 50 a 16 00 Do, inferior.....do 15 50 a 16 00 German, Half.....do 10 00 a 11 00 Holland, A. A.....do 24 00 a 25 00 Ravens.....do 8 75 a 11 00 Amer. Joy's, all flax, No. 1 a 9.....do 15 50 a 16 00 Do, Phoenix Mills, Paterson, flax, No. 1 a 9.....do 16 00 a 16 00 Do, cotton, Paterson, No. 1 a 10.....yd 36 a 38	DYE WOODS — Brazilletto.....ton 30 00 a 35 00 Camwood.....do 75 00 a 80 00 Fustic, Cuba.....do 22 00 a 23 00 Do, Tampico.....do 21 00 a 22 00 Do, Maine.....do 15 00 a 17 00 Logwood, Camp'hy.....do 27 00 a 28 00 Do, St. Dom.....do 22 00 a 23 00 Do, Jamaica.....do 20 00 a 21 00 Nicaragua, Bonaire.....do 60 00 a 65 00 Do, Coro.....do 65 00 a 70 00 Do, Hache.....do 60 00 a 70 00	FEATHERS — Live, Foreign.....lb 14 a 20 Do, American.....do 35 a 40	FISH — Dry Cod.....cwt 2 75 a 3 25 Scale.....do 2 00 a 2 25 Pickled Cod.....lb 3 50 a 3 75 Do, Salmon.....do 12 00 a 13 00 Smoked do.....lb 12 1/2 a 13 Mackerel No. 1.....lb 4 50 a 5 00 Do, No. 2.....do 3 25 a 3 50 Do, No. 3.....do 2 75 a 3 00 Shad, Conn. Meas.....do 8 50 a 9 50 Do, Bucksport.....do 6 00 a 6 25 Herrings.....do 2 00 a 2 25 Do, Smoked.....box 50 a 1 15	FLAX — Russia.....lb 9 a 11 American.....do 9 a 11	FLOUR AND MEAL — New York supreme.....brl 5 75 a 6 00 Troy.....do 5 62 1/2 a 5 75 Western Canal.....do 5 75 a 6 00 Philadelphia.....do 6 00 a 6 25 Baltimore Howard st.....do 7 00 a 7 25 Do, Country.....do 6 00 a 6 25 Alexandria & George town.....do 5 25 a 5 50 Fredericksburg.....do 6 00 a 6 25 Do, Petersburg.....do 6 00 a 6 25 Scratched and fine.....do 5 50 a 5 75 Fine middlings.....do 5 25 a 5 50	Rye Flourbrl 4 37 1/2 a 4 50 Indian Mealdo 3 75 a 4 00 Do.....hhd 15 50 a 17 00	FRUIT — Raisins, Malaga, cask 7 00 a 8 00 Do, bloom.....box 2 25 a 2 75 Do, muscatel.....do 2 87 1/2 a 3 00 Do, bunch.....do 3 25 a 3 50 Do, Smyrna.....lb 6 a 7 Currants, Zante.....do 7 1/2 a 8 Almonds, soft shell.....do 11 a 12 Do, shelled.....do 13 a 17 Figs, Smyrna.....do 10 a 12 Filberts.....do 4 a 5 Prunes, Bordeaux.....do 14 a 18 Tamarinds.....do 2 1/2 a 3	GRAIN — Wheat, North riv. bahl 1 12 1/2 a 1 19 Do, Genesee.....do 1 12 1/2 a 1 19 Do, Virginia.....do 1 20 a 1 23 Do, N. Carolina.....do 1 20 a 1 23 Do, Kentucky.....do 1 20 a 1 23 Do, Maryland.....do 1 20 a 1 23 Do, Pennsylvania.....do 1 20 a 1 23 Do, Ohio.....do 1 20 a 1 23 Do, Indiana.....do 1 20 a 1 23 Do, Illinois.....do 1 20 a 1 23 Do, Missouri.....do 1 20 a 1 23 Do, Arkansas.....do 1 20 a 1 23 Do, Louisiana.....do 1 20 a 1 23 Do, Texas.....do 1 20 a 1 23 Do, Florida.....do 1 20 a 1 23 Do, Alabama.....do 1 20 a 1 23 Do, Georgia.....do 1 20 a 1 23 Do, South Carolina.....do 1 20 a 1 23 Do, North Carolina.....do 1 20 a 1 23 Do, Virginia.....do 1 20 a 1 23 Do, Maryland.....do 1 20 a 1 23 Do, Pennsylvania.....do 1 20 a 1 23 Do, Ohio.....do 1 20 a 1 23 Do, Indiana.....do 1 20 a 1 23 Do, Illinois.....do 1 20 a 1 23 Do, Missouri.....do 1 20 a 1 23 Do, Arkansas.....do 1 20 a 1 23 Do, Louisiana.....do 1 20 a 1 23 Do, Texas.....do 1 20 a 1 23 Do, Florida.....do 1 20 a 1 23 Do, Alabama.....do 1 20 a 1 23 Do, Georgia.....do 1 20 a 1 23 Do, South Carolina.....do 1 20 a 1 23 Do, North Carolina.....do 1 20 a 1 23 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